Grand·Prix

INTERNATIONAL MAGAZINE

PAGES OF GREAT PHOTOS

LARROUSSE 'WHY WE WERE BEATEN'

PREVIEW

PARIS DAKAR

JACKY ICKX'S SECOND ENDURANCE TITLE

THE LONGINES STYLE

Longines named sole Grand Prix timekeeper. To time events to 1/1000th sec.

For the next three years, Longines will be sole official timekeeper of Formula One world championships – from Kyalami in 1982 to Las Vegas in 1984. The appointment was made by FISA and FOCA. Longines is also the choice of the Ferrari and Renault stables. On the track, on your wrist, look to Longines for the last word in time.

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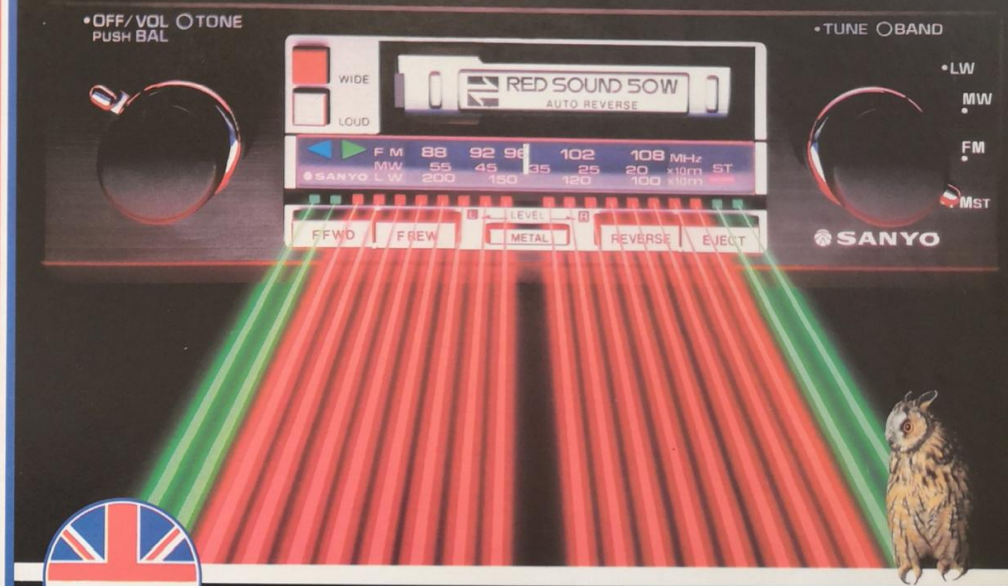
Longines. Quartz made in Switzerland.

FERRARI

LONGINES
OFFICIAL TIMEKEEPER OF
THE FERRARI RACING TEAM

LONGINES

A Matter of Style



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Grand·Prix
INTERNATIONAL MAGAZINE

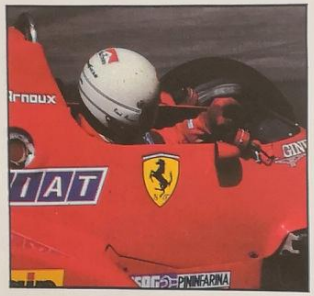
FIVE YEARS OLD!

84

84

COMING UP

Next February 16, GPI Magazine will present the first results of our winter reorganisation. Apart from following the three FISA world championship, we'll be taking you across the Atlantic to join us for the best in American racing.



OBJECT OF DEVOTION

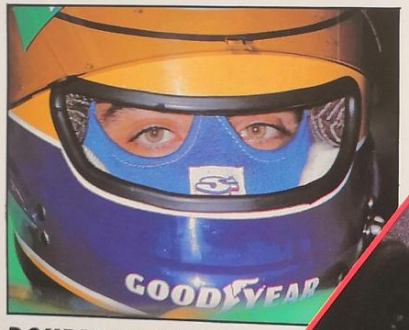
It's not easy to get the support of an old man who's become e legend in his own lifetime, and then to try to follow the example set by the likes of Lauda, Scheckter, Reutemann, Villeneuve and Pironi. René Arnoux gets a second chance in 1984.

TEMERITY

Porsche crushed the opposition. In Group C racing Lancia paid a heavy price for having dared to lay siege to the giant of Stuttgart. But the Italians haven't given up yet, and they'll be trying again in '84 with a team of super star drivers.

ALL-ITALIAN

Michele Alboreto's young face shows no sign of the pressures which he's going to find at Ferrari. For ten years, since Merzario, Enzo Ferrari has refused to have an Italian in one of his red cars, but for Alboreto he has made an exceotion. The tifosi will be expecting a lot from him.



DOUBLE CHAMPION

There were some who doubted the ability of a frail-looking Brazilian to pull it off a second time. But they were wrong

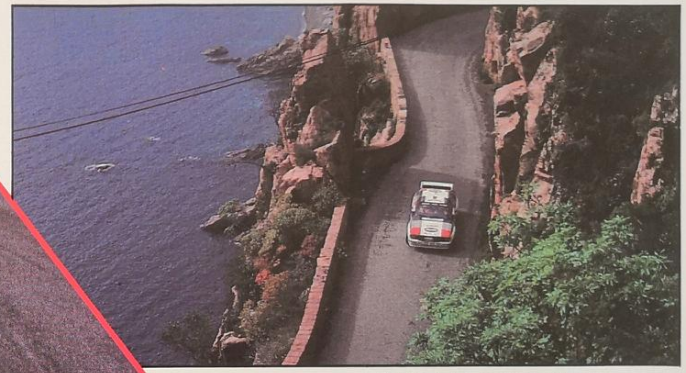
EXPLOSIVE TAG/Porsche turbo: a remarkable combination of oil money and racing technique which will be powering the most explosive driving cocktail of driving talent in 1984, Niki Lauda and Alain Prost.

POST CARD

The sun's out, the girls are pretty. They're not shy, either! Love and kisses from GPI.

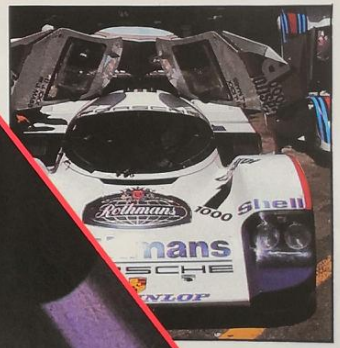
ON THE STAGE

In one season they'll go from the snowy wastes of the Arctic to the dust of Kenya, they're the men whose profession is rallying.



PANZER DIVISION

Works Porsche 956, a beast at rest. This car has dominated its era like few others since the Porsche 917 before it.

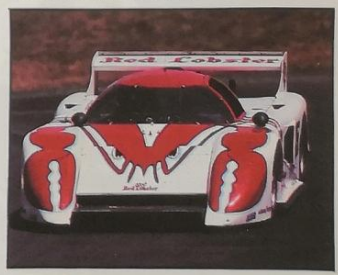


THE NAME OF THE LAW

Indy cars to be outlawed? No doubt this item of news will finally convince our Yankee friends that Europeans are mixed-up screwballs. Regardless, several Europeans will be turning to the Indy-car scene instead of F1 in 1984.

RALLY SCENE

It's just past the finish of a special stage. The mechanics plunge into the mechanical entrails of their car. The driver catches his breath, his navigator watches the seconds tick down to the restart.



CHALLENGE

At Daytona in February Porsche will add some spice to the IMSA series .

Kicking off with some sensational driver moves among the top F1 teams, the 1984 Grand Prix season promises to the most technically fascinating ever. And Formula 1 remains the no 1 priority of the new GPI magazine.

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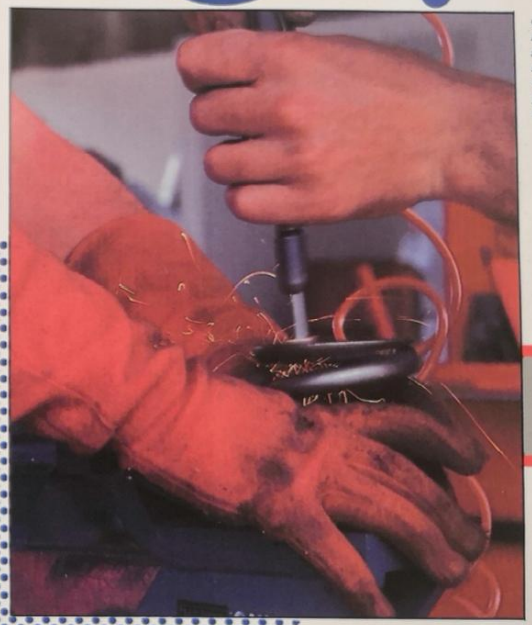


Concerto for three hands and a screwdriver. There's something poetic even in the daily grind of a race mechanic's job.

A WORLD DIMENSION

Endurance racing has always been the passion of a relatively small minority of enthusiasts. Nevertheless, with Group C reaching full maturity in 1984 (its third season), we will be keeping you — and all the top teams — in the picture.

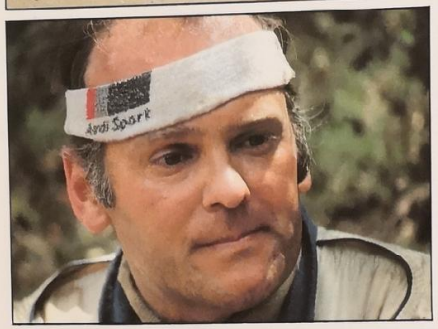
FIVE YEARS HAVE FLOWN BY. GPI CELEBRATES ITS FIFTH BIRTHDAY THIS WINTER, AND WE THINK WE'VE ALREADY ACQUIRED A FEW WRINKLES. MANY THINGS HAVE CHANGED SINCE EARLY 1979, BUT NOT OUR PASSION FOR FORMULA 1.

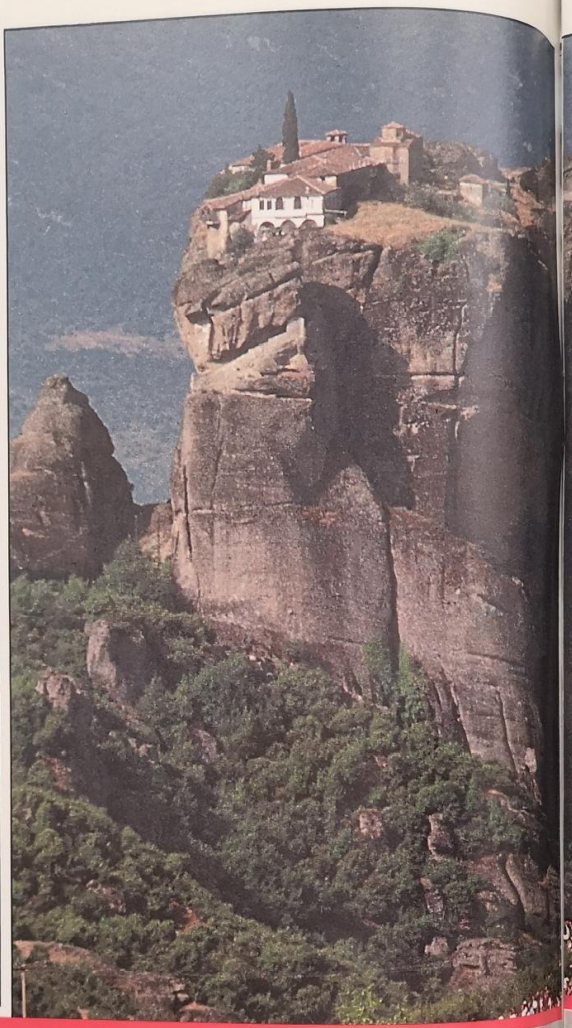
A MAGAZINE WHICH DOESN'T DEVELOP IS A MAGAZINE THAT'S FALLEN ASLEEP. AND THE IDEA OF AN ALL-COLOUR MAGAZINE DEVOTED SOLELY TO F1 WAS A GAMBLE. THANKS TO YOU, WE HAVE SUCCEEDED. SINCE 1979 WE'VE EXPANDED IN SIZE AND DEPTH OF COVERAGE. EVEN IF WE SAY IT OURSELVES, WE'VE IMPROVED THE QUALITY, TOO. NOW WE FEEL READY TO EXPAND INTO PASTURES NEW.

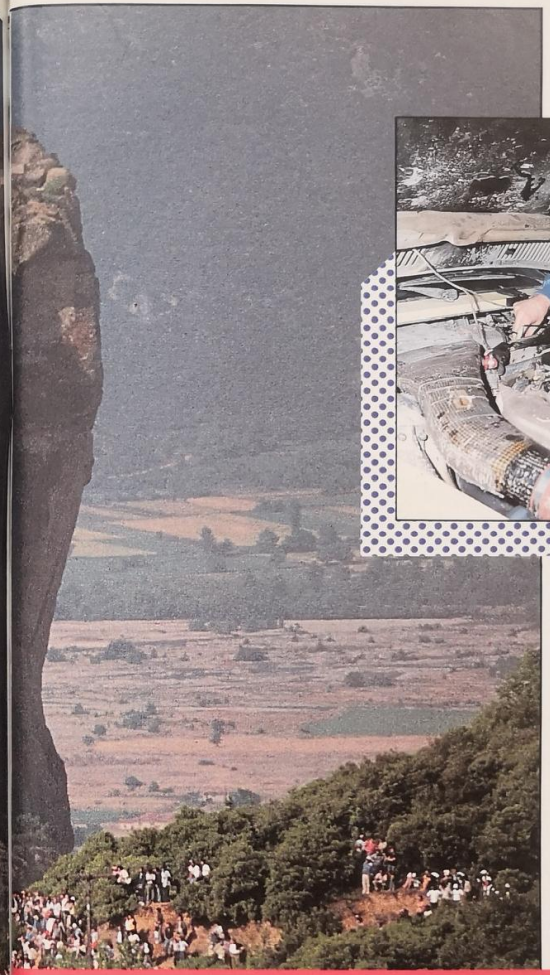
BECAUSE WE LIKE THE IDEA OF COMPETITIVE MOTORSPORT WHEREVER IT'S TAKING PLACE, WE'LL BE CROSSING THE ATLANTIC IN ORDER TO SAY "YES" TO CART AND IMSA. WE'VE ALREADY FALLEN UNDER THE SPELL OF LE MANS. AND WE COULDN'T WATCH THE EXPANSION OF RALLYING WITHOUT WANTING TO GET INVOLVED IN THAT.

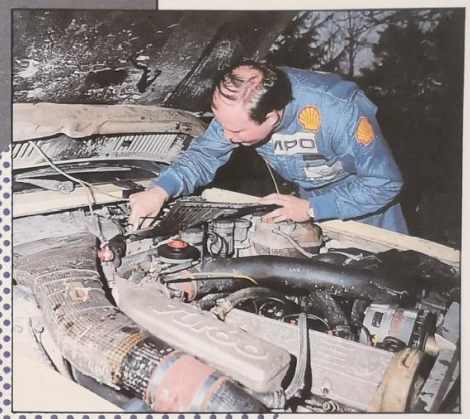
WE HAD ALMOST 800 PAGES OF F1 COVERAGE IN 1983. WE'LL BE FAITHFUL TO OUR FIRST LOVE AGAIN IN 1984, BUT IN A TOTAL OF 2400 PAGES WE'LL BE BRINGING YOU THE EXCITEMENT OF *ALL* THE IMPORTANT WORLD CHAMPIONSHIPS. AND STARTING ON FEBRUARY 16 WE'LL BE GAMBLING AGAIN — ON YOUR REGULAR SUPPORT. YES, THE NEW GPI MAGAZINE COMES OUT ONCE A FORTNIGHT, ALWAYS WITH THE SAME IN-DEPTH, COLOURFUL APPROACH.

WE HOPE YOU'LL LIKE IT.







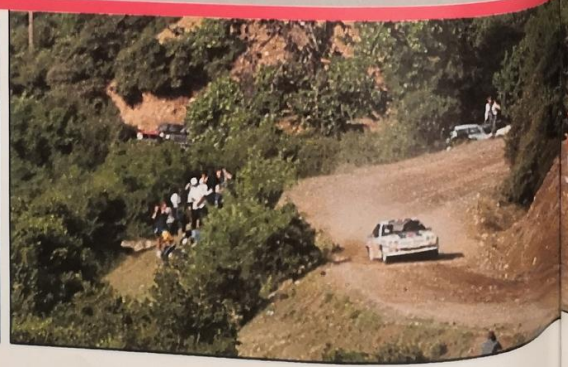


On his own, even the most outstanding driver can get nowhere unless he has behind him the exceptional technology provided by today's designers and teams. Nonetheless, sometimes he has to make a few adjustments...

THE BLIZZARDS OF SWEDEN, THE SNOWS OF KILIMANJARO, THE GREEN HILLS AND VALLEYS OF NEW ZEALAND, THE PAMPAS OF ARGENTINA, THE BREATHTAKING GORGES OF CORSICA, THE FOREST BEAUTY OF LOMBARD-RAC, THE EAGLE'S NEST OF GREECE: IT WAS ALL TOO TEMPTING TO RESIST, SO GPI WILL BE ATTACKING THE RALLY SCENE IN 1984. AUDI, LANCIA, RENAULT, PORSCHE, NISSAN, PEUGEOT, TOYOTA, OPEL, CITROEN, MITSUBISHI AND OTHERS PROVE THAT THERE'S MORE TO RALLYING THAN JUST BEAUTIFUL SCENERY. JOIN US WITH THE FIRST EDITION OF GPI MAGAZINE, OUT ON FEBRUARY 16 WITH FULL COVERAGE OF THE MONTE CARLO RALLY.

Rallying is a matter of men and cars. But in this branch of the sport they often find themselves face to face with nature in all its moods.

MOTORSPORT WITHOUT FRONTIERS



84

GPI SHARES THE THRILLS

Invitation to live a legend.

A name. More than anything else the name of a man whose genius and passion have made it the symbol of technology and beauty today. The mastery of material and design that allows us to say Art and Automobile in the same breath.

A team of designers and technicians, associated with Ferrari's engineers, have developed a line of attractive new products, outstanding in style and materials.

Ferrari watches.
The new Ferrari watches present an ensemble of exclusive components that have revolutionized the world of relaxed, sporty watches. Round dial on asymmetric case. Elegant, exclusive "Formula grey" lining.

The collection features three formulas, each with its distinctive personality.

- City line:
Waterproof leather wristband. Also in solid gold with leather wristband.
- Marine line:
Identified by its wristband of vulcanized rubber, a new wristband material, and its off-center red and yellow interlinks.
- Sport line:
Formula grey steel wristband with gold-plated interlinks.
Also in solid gold case with solid gold wristband.

A palette of innovative dial faces gives the Ferrari watch its sporty, thoroughbred stamp.

All models feature a quartz movement and are watertight to 30 m (3 ATU).

Inspired by the history of the forms and colors of the brand in all the Ferrari Formula creations.

Long live the legend!

Ferrari

Ferrari Formula

Black Power

John Player Special King Size

IN THIS EDITION:

cover photo:
(Photos : B. Asset, DPPI)

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END-OF-SEASON PADDOCKS

PAGE 26

IMSA NEWS

Final victory in the IMSA championship for Al Holbert and his Porsche-engined March 83G. But watch out for the works Mustangs in 1984...

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IMOLA 1000 KMS MAIN POINTS

PAGE 42

THE RACE

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STATISTICS

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EXTRA, EXTRA

Lancia's first WEC victory, admittedly in the absence of the works Rothmans 956s. And a lucky Derek Bell picks up some drivers' points with a private team.

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TOUGHER THAN IT SEEMED

Jacky Ickx is WEC world champion again, but it's not been as easy as it looked.

MUGELLO 1000 KMS

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THE RACE

Two advertisers' posters have been inserted into this edition of GPI.

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EXTRA, EXTRA

Bob Wollek picks up yet another title; and rallyman Henri Toivonen makes his Group C debut.

PAGE 66

The best photos from the world of Group C racing.

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UNPUBLISHED!

Some shots which you might otherwise have missed.

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F1 PHOTO ALBUM

Our now traditional round-up of the best pictures of the season's racing.

PAGE 97

THE REBELS WHO WON THROUGH

There's something unusual about the Brabham team and its men. For a start, because they win championships, which few others are capable of doing. And also because they are a group of card-carrying nonconformists.

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AUTOPSY OF A DEFEAT

The worst of all results is to be the runner-up. It's a subject on which Gérard Larrousse, competitions manager for Renault, is getting to be an expert. He takes a look back on the Régie's 1983 racing misfortunes.

KYALAMI 1000 KMS

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THE RACE

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STATISTICS

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EXTRA, EXTRA

A fast right-hand bend called Sunset was transformed in seconds into a racing cars' graveyard by a storm that was as violent as it was sudden. As for Thierry Boutsen, he's now talking about Porsche 956s like an old hand.

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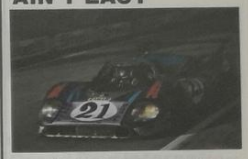
IT STILL AIN'T EASY



Back in the "crazy years" it was ex-journalist Rico Steinemann who managed the Porsche team. His latter-day successors are Norbert Singer and Peter Falk, who were in charge at Kyalami. Two eras, but the same struggle.

PAGE 132

WINDS OF CHANGE

The autumnal breezes swept an unusually large number of drivers in different directions for 1984, not all of them whither they wanted to go.

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F1 STATISTICS

The 1983 season is dissected and laid out for your examination in tabular form. A lot of hard work went into the results shown by these figures.

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F1 COCKPITS

Teams, drivers, cars: we go over their development during the 1983 season.

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STATISTICS

At the Kyalami 1000 Kms Rothmans released some interesting results from a special survey which had been carried out at the cigarette company's expense by Motor Race Consultants, the London-based promotional company. The most eye-catching results of the survey show the publicity impact of racing on different age groups, as assessed among spectators attending the first six WEC rounds of the 1983 season *ie* Monza, Silverstone, Nurburgring, Le Mans, Spa and Fuji.

The figures indicate that 5 per cent of the spectators are 17 or younger, 23 per cent are between the ages of 18 and 23, 45 per cent between 24 and 35, 19 per cent between 36 and 50, with 8 per cent over the age of 50. The male/female split is 67/33 and unmarried/married is 62/38.

Even more interesting were the details of their annual incomes, which appear to be higher than one might have imagined. For example, 12 per cent earn more than £20.000 ($30.000) per year, 24 per cent between £10/15.000 ($15/22.000). Only 16 per cent admit to earning less than £10.000.

The figures certainly destroy the theory that racing tends to attract school children, penniless students and various types of irresponsible drifters.

It was also revealed that 15 per cent of spectators have children under 15, that 29 per cent regularly travel to watch racing, that 53 per cent are "occasional" race-goers and 18 per cent are new to the sport. A pointer to the prevelence of "groupies" is the existence of 16 to 24 year old female spectators, who represent 13.5 per cent of the attendance.

LIGIER ON TWO FRONTS

While Teddy Yip's Theodore team has decided to cross the Atlantic, the Ligiers that will be racing next year will be seen on two continents: F1 in Europe and elsewhere, and CART in North America. In F1, thanks to the contributions of Gitanes, Antar (an Elf fuel/oil subsidiary) and the State 'Loto' lottery, Guy Ligier will be racing a two car team led by Andrea de Cesaris. A second driver will be announced very soon. François Hesnault, who was runner-up in the 1983 French F3 championship, has been given the job of team test driver.

The budget available to Ligier is somewhat larger than it has ever been, which will come in useful to pay the bills for tyres from Michelin (almost $600.000) and to make up for the loss of FOCA travel privileges (around $500.000).

In CART racing Ligier will be in a 50/50 partnership with American record producer Mike Curb. Curb already has some important sporting interests in NASCAR racing, soccer and American football. The driver for Ligier-Curb Racing will be Californian Kevin Cogan, who will be running two Ligier chassis under the supervision of former F1 chief mechanic (and one time F3 racer) Jean-Claude Guénard. Joining Guénard as Ligier representative in America will be Dany Hindenoch, the one-time Talbot motorsport press representative.

In view of the statements made by FISA's Jean-Marie Balestre about CART and those who race Indycars, it will be interesting to see what action, if any, is to be taken against this "outlaw" French team.

BOB WOLLEK SIGNS FOR LANCIA

Just as Bob Wollek was leaving to spend a few days holiday in Cape Town before the Kyalami 1000 Kms, the news came through that he had signed to drive for Lancia in the 1984 WEC. It was a particularly unexpected shock for Wollek's German entrant Reinhold Jöst, who didn't hide his disappointment, nay anger, at losing his number 1 driver.

The popular driver from Strasbourg made no secret of his reasons for making the move, however. "The private Porsches don't stand a chance against the factory cars, and this year the Lancia LC/2s have proved to be more or less equal on outright performance. I've noticed several times that engine-wise they're probably just a shade better than the Jöst car, and they'll be doing a lot of work on the car for next year. I am looking forward very much indeed to having the opportunity of doing lots of testing and being able to see progress being made. That's one of the main reasons for my decision. Once we've completed the improvements which the Lancia engineers are preparing it should be possible to shave around four seconds a lap from the lap times at Mugello."

The planned alterations include a new rear body profile and a development programme with a major tyre company. Goodyear, or possibly even Michelin, are being tipped rather than Pirelli or Dunlop.

Michele Alboreto's move to Ferrari, where he will be needed for the F1 test programme, rules him out to stay with Lancia, but Patrese — despite his Euroracing/Alfa F1 contract — is expected to do several non-conflicting WEC races. Bob says he also expects to have several other quick Italians as his team mates, among them Alessandro Nannini (who was impressive at Kyalami), Paolo Barilla (who has raced the Mirabella Lancia LC/1 in 1983), and — depending on F1 commitments — Mauro Baldi.

WATTIE FOR PORSCHE ?

As these pages went to press, the news came through that John Watson was negotiating with the Rothmans-Porsche team to join Messrs Ickx, Bell and Mass as a works driver for 1984. We understand that there are some difficulties in the arrangement, although we are reliably informed that Stefan Bellof's place is available following his recruitment (at BMW's insistence) by the British Arrows F1 team.

"Wattie" is no stranger to sports car racing. In 1973, ironically at a stage of his career when there was no place for him in F1, he joined John Wyer's Mirage team. He is also a close friend and neighbour in Sussex, of Derek Bell.

A number of interesting technical changes are planned for the "Mk II" development of the Porsche 956 which the factory will race in 1984. Perhaps the most signficant will be a switch to 19 inch diameter road wheels, enabling them to use exceptionally low profile Dunlop tyres which run at low temperature and can therefor use super-soft rubber.

It has also been announced that Porsche is ready to confront Ford in certain IMSA races during 1984. A developed version of the 956 — complying with the IMSA single turbo and "foot protection" rules — will definitely be at Daytona in February for the 24 Hours. Drivers and additional race plans have not yet been announced.

NEW RULES FOR QUALIFYING

At the FIA Prizegiving which was due to take place in Paris on December 16 it was expected that President Balestre would be proposing some revised rules for F1 qualifying. The object of his proposals is to avoid the expensive and often dangerous use of "one lap special" qualifying tyres and to make it easier for spectators to understand the increasingly complicated factors which settle grid positions.

A suggestion which has received support has come from Enzo Ferrari, who wants to see grid positions decided on the basis of the average speed of a driver's five fastest laps in, say, one official qualifying session.

FISA has already confirmed that spectators will be entertained at some European GP races in 1984 by a race for cars complying with a new "Formula 3000," reserved for single-seaters powered by normally aspirated 3 litre engines. Cynics have suggested that this is an Ecclestone-inspired move to increase second-hand prices of Cosworth engines, which have suddenly become a drug on the racing market.

Mr Ecclestone has told GPI that the Formula 3000 events will be staged after final GPI qulifying on Saturdays. "The cars will be cheaper than F2s and the prize money will be much better," he added, although a representative of the F2 constructors has since visited him to argue the threat that F3000 could constitute to established F2 events and teams.

With new drivers, a new chassis and some fresh ideas to come in the engine department, Renault has high hopes for the RE50. (factory photo).

Stefan Bellot: Porsche star now being courted by BMW (photo: Winter).

Ayrton Senna: three year contract with Toleman (photo: Winter).

RENAULT'S REVENGE?

Until now there's been a strong family resemblance between each new Renault F1 car and the ones that went before. The likeness is less marked with the new RE50, announced in Paris on December 13. By repositioning the major components (turbos, intercoolers and radiators) it has been possible to put more weight at the back of the car and to fit much shorter sidepods. The monocoque, as on the 1983 ATS, forms the outer part of the car.

It would appear that the main reason for Renault being pipped at the post was the spectacular progress made in the last half dozen races by BMW with their engine — or perhaps because Renault stood still. It will be no surprise, therefore, to learn that the Régie's engineers will be dedicating all their efforts to a "fundamental youth cure" of the basic V6, as the men from Viry-Châtillon themselves describe the project.

Their work will be concentrated on modernising the turbocharging system itself (with new turbo units and by shortening the inlet and exhaust passages, in order to reduce throttle lag), the combustion chamber design (piston crowns) as well as the oil scavenging system. The new engine is expected to weigh approximately 12 kilos less than in 1983.

Merely to describe the new car without also mentioning the restructuring of Renault Sport would be to leave out half the story. The pattern fo responsibility has been altered in two areas: by setting up a separate chassis department, and by initiating a direct link with the engine division of the Régie. In future the former racing department at Viry-Châtillon will be devoted solely to engine development, in collaboration with the *Direction d'Etudes Moteur.*

GROWTH

Ever since the end of October there's been a change of tempo here at *Grand Prix International Magazine.* We are now putting the finishing touches to the organisational and technical details of our forthcoming change of format, and your letters are spread all over the office.

The reason for this avalanche of mail is clearly the little hint, included in an item about the various 1984 calendars, in our South African GP edition, that we would be expanding our coverage for 1984.

Having set our sights in 1982 on coverage of Group C and other Endurance races in addition to our first love, Formula 1, we will be continuing as before, and adding the world championship of Rallies to our schedules. Starting on February 16, Grand Prix International Magazine will become a regular fortnightly publication, published on alternate Thursdays. It is our declared intention to add still more lustre to motorsport on a world scale.

In 1984 we will be exhaling a perfume of adventure, of sportivity, of technique and of the epic spirit. The drivers will face their destiny and we will be working to ensure that all is handsome and even more spectacular than that to which you have become habituated over the past five years.

The ineluctable evolution of your magazine, or "The Elite Motorsports Magazine" as the banners described it on the Porsche 956 which Alan Jones raced on the occasion of the last 1000 Kms of Silverstone, should not frighten you. Formula 1, as the bulk of your letters make clear, occupies the clearest of your thoughts. In 1983 you have had 840 pages to enjoy, while in 1984 it is our intention to increase that total to almost 1000, which compares with the average of 2400 pages to be found in the encyclopaedic summits. It will thus remain our queen discipline and no frustration should be given birth inside you regarding our growth.

Furthermore, in order better to delight the eye and spirit it will, together with Endurance and Rallies, be the bottom of secret soul. Photographic galleries will sing its praises, press books will glorify its drivers. And, since there can really be no question of being elite without a star spangled banner, the bright colours of the major CART and IMSA races will magnify our columns as just a part of an avalanche of shock ideas. The moment has not yet come to totally lift the veil and you have two months left to curb your impatience. Our ambition is to push still further the criteria of an elitism of which we are certain you are already a part.

GPI Magazine

(photo: Gilles Levent)

CART DATES

Recently announced are the dates of the 15 races which will be in the 1984 CART (Indy-car) championship, no fewer then eight of them destined for road-style circuits in contrast with the banked "oval" tracks which once dominated the category.

Apr 1: Long Beach GP, California; Apr 15: Phoenix (oval), Arizona; May 27: Indianapolis (oval), Indiana; June 3: Wisconsin, Winsconsin (oval); June 17: Portland, Oregon; July 1: Meadowlands, New York; July 8: Cleveland, Ohio; July 22: MIS, Michigan (oval); Aug 5: Road America, Wisconsin; Aug 19: Pocono (oval), Pennsylvania; Sept 2: Mid Ohio, Ohio; Sept 23: MIS, Michigan (oval); Oct 14: Phoenix (oval), Arizona; Oct 21: Laguna Seca, California; Nov 10: Las Vegas, Nevada.

Regardless of FISA's declaration that all CART races are to be outlawed next year, GPI will be publishing reports from the major events throughout 1984.

US THREAT TO F1?

FISA President Jean-Marie Balestre has reacted strongly to the latest move by the "outlaw" CART (Championship Auto Racing Teams) organisation to expand its racing interests in North America. Stung into action by reports from Montreal that CART had started negotiations to take over the Canadian GP as a first step to an Indy-car "world championship," Balestre has announced that FISA will not allow its licences to be issued to any driver or entrant who takes part in races run by CART.

CART represents the interests of a powerful group of Indy-car entrants who successfully broke away in 1978 from USAC (the club which still organises the Indianapolis "500" race). Under the direction of racer-turned-businessman Roger Penske, it has promoted its branch of the sport with increasing success. Among the races which have "converted" to CART are the Long Beach and Las Vegas GPs, attracted by the much smaller budgets demanded by the Indy-car owners, who until now have restricted their activities to the USA.

Because the CART board of directors chose not to affiliate itself to ACCUS (the FIA's delegate body representing US interests), technically any driver who has competed in a CART event since 1978 has done so outside FISA "law." With immediate effect, however, FISA has declared that it will no longer turn a blind eye to the anomaly, and will deny licences to "outlaws."

In theory at least, the sanction will affect not only "Europeans" like ex-F1 men Teo Fabi and Derek Daly who have turned to Indy cars, but could even prevent top American Indy-car drivers like Mario Andretti and Bobby Rahal from taking part in Group C or IMSA events which are promoted under a FISA licence. Sources in the USA, however, suggest that any such ban, if enforced by FISA, could be ruled as an illegal restraint of trade by American courts.

Nevertheless, it is likely that Grand Prix drivers Bruno Giacomelli, Eliseo Salazar and Roberto Guerrero who are contemplating alternative careers with CART are now having second throughts, since they would not be allowed to race in Europe again if they were invited to do so. Other F1 "names" expected to be seen on the CART circuit in 1984 are former Ensign owner Morris Nunn, who has joined winning 1983 Indy entrant Don Cotter as a race engineer; Teddy Yip's Theodore team (which has confirmed its withdrawal from F1); and former McLaren Racing directors Teddy Mayer and Tyler Alexander, who will be running March cars.

Indianapolis 1983: Rick Mears makes one of his three scheduled fuel/tyre stops on his way to 3rd place in the classic '500.' The Californian's immaculate Penske PC11, like the last six Indy winners, is powered by a 2.65-litre turbocharged version of the immortal Cosworth V8 engine. But FISA has declared him and all CART drivers "outlaws"...

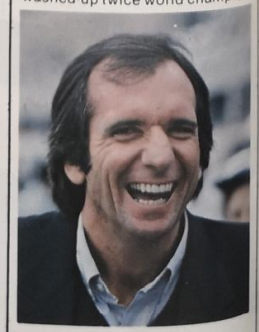
CORRECTION

In the European Grand Prix edition of GPI (n° 71) our "Paddock" section carried an item which alleged that unauthorised passes had been issued at Brands Hatch and were being used in the pit lane by persons who were not entitled to them. It was further stated that the person responsible was Mr Alec Deffis Whittaker of FOCA. GPI and the author of these allegations wish to acknowledge that there was not a scintilla of truth in the items, which should not have been published. We wish to apologise unreservedly to Mr Whittaker for any embarrassment which we may have caused him as a result.

EMERSON TALKS TO SPIRIT

When Honda informed the Spirit team before Kyalami that there would be no Honda turbo engines available to power a Spirit car in 1984, it looked like the end of the F1 road for John Wickham and his partner Gordon Coppuck.

By mid-December, however, Wickham had reached a tentative agreement with Brian Hart for the supply of turbo engines, and was already talking about running two cars. Good news for Stefan Johansson, the Swede who did such a fine job of driving the Spirit-Honda after the car's first F1 appearance at Silverstone? Not at all, indeed the hottest rumour suggested that a washed-up twice world champion and a modestly-talented Italian might be moving in.



A smile from Emerson Fittipaldi, who wants to make a return to F1 at the age of 38.

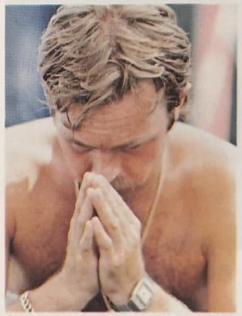
The world champion is Emerson Fittipaldi, who hasn't won a GP since July 1975 and finally hung up his helmet in 1980, almost three years after having won his last world championship point. The Italian is Fulvio Ballabio, a Milanese who happens to have a wealthy sponsor in the Mondadori publishing company.

Ballabio announced the news to the world in Bologna on December 3, and Fittipaldi has confirmed that he wants to return with Spirit.

The unraced Spirit 101 chassis is presently being adapted to the Hart engine. "We'll be going to Rio for tests in January," says Wickham, "and if Emerson hasn't done a deal with someone else by then, we will let him test our car."

KEKE GETS HITCHED

Heartiest congratulations to GPI's own world champion columnist Keke Rosberg, who surprised all his friends (and probably himself!) by saying "I do" to his German companion Sina Dengel in a seaside ceremony in Mauritius ten days after the South African Grand Prix. Does this mean that Keke is really *married*? "It's the closest he'll ever get to it," said a friend.



Keke: a pious gesture (photo: GPI)

FOUR-CYLINDERS IN DEMAND

The BMW turbo engines which Uncle Ken had confidently expected to be coming his way for 1984 have now, to Ken's dismay, been promised to Jack Oliver's Arrows team. The decision was also a disappointment to Toleman boss Alex Hawkridge, who has since reconciled himself with his faithful engine supplier Brian Hart. The Arrows drivers (two were to be selected from a choice of '83 regulars Boutsen and Surer, plus BMW nominee Stefan Bellof) are not expected to have BMW power behind them until April or May at the earliest.

HART'S, TOO

The news from Brian Hart's factory in Harlow, where Britain's only F1 turbo engine is built, is that Hart will not only have more engines racing in F1 in 1984, but that they will be using a form of electronic engine management to be supplied by Magneti Marelli/Weber. The lack of an electronic injection/ignition system did not prevent the Hart engine from winning points in all four of the final 1983 GP races, but Marelli's help is expected to make Hart even more competitive with the products of the major manufacturers. Struggling British entrant John Macdonald's RAM team will be Hart-powered in '84 (no drivers announced at press time).

DAMP COMFORT

Water injection is legal! Having examined the evidence submitted by an expert witness, Professor Lenz of Vienna, a FISA Appeals Tribunal has ruled out the protests laid against Renault and Ferrari during the summer by the Williams and Tyrrell teams. The Prof submitted (1) that water was not an additive because it does not *mix* with the fuel, and (2) that although it enabled lower temperatures (and thus more power) to be developed in an engine, it was not *of itself* a forbidden power boosting additive. Ken Tyrrell stopped scratching his head over this Austrian logic in time to announce that for 1984 he would yet again be running non-turbo Cosworth V8 engines... with water injection.

ALL MANOU'S OWN WORK

Among the trophies handed out at the FIA Prizegiving in Paris on December 16 were bronze statuettes, one for each of the first three drivers placed in the world championship. The awards were offered by GPA, the French manufacturer of crash helmets, and it can be no coincidence that Nelson Piquet, Alain Prost and René Arnoux all happen to wear that brand of head protection. The sculptor who created the statuettes is none other than Manou Zurini, the artistic photographer whose work is displayed extensively in this issue of GPI.

The other art of Manou Zurini: sculptures for champions.

New face in a Ligier during testing in November was that of Michel Ferté, F3 winner at Monaco in 1983 and F3 champion of France.

(photo: Asset)

Team mates at the Australian GP, Alan Jones and Roberto Moreno swap notes. Moreno, the winner in 1981, carried off the prizes again while Jones looked fast until he lost time in a spin. (photo: Doodson)

AJ'S AVAILABLE

Determined (he says) to make more come-backs than Frank Sinatra, former world champion Alan Jones turned out for the Australian "Grand Prix" in Melbourne on November 13 in a Formula Mondial (1 600 cc) Ralt-Ford. He was running a good 3rd when he spun while trying to pass a back-marker and eventually finished 5th. The race was won (for the second time) by the brilliant but under-estimated Brazilian Roberto Moreno, ahead of Aussie John Smith and Jacques Laffite, who enjoyed the local golf course but not the task of driving his Ralt with a broken clutch master cylinder. At press time, AyJay was still awaiting a call from Europe offering him a couple of million dollars for an F1 return.

IMSA'S 1984 PLANS

The International Motor Sports Association of Bridgport, Connecticut, has issued its list of races for the 1984 "Camel GT" championship. The list includes 17 events over a 10-month period, as follows: Feb 4/5: Daytona 24 hours, Florida; Feb 26: Miami 3 hours, Florida; March 24: Sebring 12 hours, Florida; Apr 8: Road Atlanta 500 kms, Georgia; Apr 29: Riverside 6 hours, California; May 6: Laguna Seca 100 miles, California; May 20: Charlotte 500 kms, North Carolina; May 28: Lime Rock Triple 1 hour, Connecticut; June 10: Mid Ohio 500 kms, Ohio; July 8: Watkins Glen Twin 3 hours, New York; July 29: Portland 3 hours, Oregon; Aug 5: Sears Point 3 hours, California; August 26: Road America 500 miles, Wisconsin; Sept 9: Pocono 500 kms, Pennsylvania; Sept 16: Michigan 500 kms, Michigan; Sept 30: Watkins Glen 500 kms, New York; Nov 25: Daytona 3 hours, Florida.

NB: Two of the best-known circuits on the IMSA trail are presently being modified substantially. At Daytona a tight new corner has been created on the return part of the straight at a point coming off the banking where chassis, suspension and tyre failures have resulted in cars crashing into the wall. At Sebring, the tiny sand and dirt paddock area is being doubled in size and given a hard surface.

Pennsylvania Porsche dealer Al Holbert was the new IMSA champion long before the final race of the 1983 series. (photo: Blakemore)

NELSON CELEBRATES

On another page of this issue of GPI ("The Rebels who Pulled Through") we quote a Brabham mechanic who expected that the team would be celebrating Nelson Piquet's second world championship over nothing more exciting than a cheese sandwich.

Well, Bernie Ecclestone's idea of a cheese sandwich turned out to be a monster party at a hotel near the team's Chessington factory. All 90 members of the company were invited, with their wives.

Looking fresh and talking even more frankly than usual, Nelson confessed that the main reason why he raced was because he enjoyed it. "Just imagine", he said, "there are 90 people working at Brabham, and all that money coming in from BMW and the other sponsors, just to pay for me to be able to play with my toy once every two weeks during the summer...".

AUSSIE HOPES

Officials of the **Light Car Club of Victoria** in Australia are jubilant about an offer of three million dollars which they've had from the Federal Government to rebuild the dangerous Sandown Park circuit in the centre of Melbourne and stage a world championship race there in 1985. Meanwhile, in the South Australian capital of **Adelaide**, city officials have already laid out a street circuit where they want to celebrate the city's 150th anniversary with a world championship race. Unknown to both groups, however, back in Chessington, England, Mr Bernard Ecclestone dismisses any such ideas. *"Too far to fly,"* he says, *the sponsors don't want it, and nobody in Europe would be prepared to get up in the middle of the night to watch it on TV."* One wonders if he's correct: half of Australia gets up before dawn on Mondays to watch the live BBC transmission of the European races.

WATCH FOR RENE

Consolation for René Arnoux, 3rd place man in the 1983 world championship. The Frenchman has won the "Ebel Speed Trophy," awarded by the Swiss watchmaker on the basis of a driver's fastest laps in qualifying and race at each of the GPs in 1983. René's 130 points placed him ahead of joint 2nd place men Alain Prost and Nelson Piquet, who each scored 123 points.

René Arnoux, speediest man of the year. (photo: DPPI)

FISA'S LITTLE RED BOOK?

If Australia's GP is in doubt, what chances for a Chinese Grand Prix in the not too distant future? "We are very interested," said Mr Niu Zhongxian, translator for the All China Motor Cycle Federation, when GPI was introduced to him and a party of ACMCF colleagues at the Macau GP in November. "We have a 3.8-mile circuit at Laoshan, in the suburbs of Beijing, where motorcycle races were organised before the Cultural Revolution. The Federation is already talking of staging an international F3 or F2 race within the next two years, and would like to have a meeting in due course with Mr Ecclestone." Given the adaptability of the Chinese, they'd probably illuminate the circuit and arrange to start the race at two o'clock in the morning in order to fit in with the precious European TV schedules.

MORE PIT STOPS !

Good news for everyone who enjoyed the mid-race pit stops "invented" in 1982 by the Brabham team is that they will continue in certain GPs during 1984. Due to the FISA ban, of course, there will be no refuelling, but Brabham designer Gordon Murray says he is sure that he will be arranging for his cars to make stops for fresh tyres in some races.

Murray says that the decision will be made depending on the performance and durability characteristics of the tyres: "obviously we can't tell in advance which races we'll be choosing."

In spite of the concern expressed by some critics about the safety of the pit stop procedure in 1983, the only casualty was Gustav Brunner, the Austrian ATS designer, who broke a leg when he was bowled over at Zandvoort by Eddie Cheever's Renault.

We suspect that the TV companies will be particularly delighted to know that this attractive feature of F1 racing will not be disappearing altogether.

The Thinker: among the technical steps forward being dreamed up for '84 by Gordon Murray is a pit-stop strategy for tyres. (photo: Asset)

Ayrton Senna: obviously quick, but he's not Italian. It therefore looks as though he will be thinking in terms of a Toleman drive instead of a place at Brabham. (photo: Winter)

Thanks to Parmalat's Italian preferences, 1983 European F3 champion Pier-Luigi Martini was in the running for a Brabham F1 drive. (photo: GPI)

Wattie without a drive? Believe it or, as far as F1 is concerned it seems that the Irishman is stranded.

NO ROOM FOR WATTIE

While GPI Chief Editor Keith Botsford was making the rounds of the test sessions being undertaken with their new drivers by the Ferrari, Renault, McLaren, Alfa Romeo and Ligier teams (his report begins on page 132), there was just as much activity taking place in England and Italy among the lesser equipes.

Nevertheless, a pattern was emerging, and the most remarkable news is that it seems unlikely that there will be a place for John Watson, who won the 1983 Long Beach GP and finished 6th in the championship. Dropped by McLaren after five years of loyalty, John at first hoped to be taken on at Lotus. But it seems that he and his manager may have placed too high a valuation on his services, for both Lotus and Toleman (with whom he was also negotating) rejected him as "too expensive."

Equally disappointed was Bruno Giacomelli, who is now talking about a switch to Indy-car racing in the USA. "I still believe in the potential of the Toleman team", Bruno told GPI, "and now that Derek (Warwick) has left I think it would be a good idea for them to keep me."

AYRTON STEPS UP TO TOLEMAN

We understand that the two most likely candidates for places at Toleman in 1984 are Brazil's Ayrton Senna, he 1983 British F3 champion, and Italy's Corrado Fabi, who has left Osella. Senna, who had been hoping to join Brabham, drove the Toleman impressively quickly at Silverstone in November, improving on Warwick's previous best.

Senna appears to have been short-listed at Brabham with Colombia's Roberto Guerrero, but the wishes of Parmalat boss Camillo Tanzi have been imposed and the team is expected to have an Italian joining Nelson Piquet as Riccardo Patrese's replacement. Faced with a choice of Mauro Baldi or Pier-Luigi Martini (the 1981 and 1983 European F3 champions, respectively), Ecclestone has opted for Baldi, who comes from Alfa Romeo with plenty of turbo experience but only two results in the points during 1983.

WELCOME !

Regular readers of Grand Prix International already know that in 1984 their favourite motorsports magazine will become bigger and more regular. The new, fortnightly GPI (first edition to be published on February 16) will concentrate on coverage of the major world championships (F1, Endurance and Rallies), together with expanded coverage of IMSA racing in North America and regular reports from the Indy-car scene.

We will also be bringing you reports on the most exciting new road cars from time to time, and it is with great pleasure that we announce the appointment of top British racing driver Derek Bell as our chief car tester and Editor at Large.

We are equally proud to have recruited the respected French sports journalist Cyril Frey and the noted German rally photographer Reinhard Klein. We feel that these two exciting appointments will enable our rally coverage to have the same impact as that already established by our F1 and Endurance teams.

To all our new collaborators, welcome !

F1 FORD POWER — FOR 1986

In an important announcement that (perhaps significantly) came from Detroit, Ford has announced that the classic Ford-Cosworth engine — winner of 155 world championship Grands Prix since 1967 — is to have a successor.

"Son of DFV" is still no more than a twinkle in the eye of its "parents," who include Keith Duckworth and the assembled technological resources of Ford's Aerospace, Electronic and Research divisions. The company emphasises that the project, which is unlikely to produce any raceable hardware until 1986, is in its early planning stages. Details of engine layout, etc., will be decided in the light of whatever rules emerge from FISA.

Like the TAG/Porsche V6, however, the new Ford engine is expected to have applications outside Formula 1. It will also contribute what the company describes as "long term benefits in the areas of fuel economy, engine durability and efficiency."

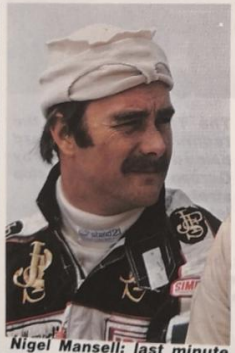
The Ford announcement was timed to coincide with the 25th "birthday," on December 9, of the Cosworth Engineering company which Keith Duckworth set up with his partner Mike Costin in 1958. Many happy returns!

Ayrton Senna: a 23 year old Brazilian tipped for F1 stardom (photo: GPI)

RONDEAU: RECOVERING

We have good news from the Le Mans-based car constructor Jean Rondeau, who was obliged to put his company into a form of receivership in September. Business has suddenly picked up for Rondeau, who has started construction of chassis for Formula 1600, as Formula Ford is to be known in France following its recent introduction to the country.

Built under licence from British FF constructor Adrian Reynard, the Rondeau M584 differs from its Bicester-built counterpart in having some particularly elegant bodywork designed by the well-known aerodynamicist Robert Choulet.



Nigel Mansell: last minute reconciliation with Peter Warr (photo: GPI).

MANSELL FINDS FAVOUR

The Lotus team will consist, for the third consecutive year, of Elio de Angelis and Nigel Mansell, a major surprise after the remarks made about Mansell by team manager Peter Warr. Sponsor JPS is believed to have effected the "reconciliation." Lotus will not get "second generation" Renault engines until after the start of the season, but the tyre and sponsorship agreement with Pirelli has been abandoned after only only one year of a three year contract. Warr hopes to have his cars on Goodyear again.

ANY PLACE IN A STORM...

A reverse of the Lotus situation has taken place at ATS, where Gunter Schmid's cars will race on Pirelli rubber instead of Goodyear. Despite failing to score a world championship point in 1983, ATS is expected to return to running two cars, even though the extra demand for engines from BMW may make it difficult for the Munich company to supply Arrows before mid-season with their promised turbos. Schmid will definitely have a German driver (Manfred Winkelhock or Stefan Bellof) and is choosing the second from Johnny Cecotto and Jonathan Palmer. The young Briton impressed Schmid with his handling of the car when he tested it under very slippery conditions at Silverstone two weeks before Christmas.

AUTOCOURSE

Now in its 32nd year of publication and its sixth in French, Autocourse has firmly established itself on both sides of the channel as motor racing's favourite and most comprehensive annual.

Part of Autocourse's reputation has always been its evaluation of the drivers. This year the editor, Maurice Hamilton, has unhesitatingly selected Nelson Piquet as his "number 1," followed by Prost and Tambay. Although colour is used only sparingly in Autocourse, the standard of the photography is consistently high. Warning: once you've bought one copy, buying Autocourse can be addictive.

Published by Hazeleton Publishing (3 Richmond Hill, Richmond, Surrey TW10 6RE), Autocourse costs 15.95.

Martin Brundle: promising first outing with Ken Tyrrell. (photo: GPI)

NO TURBO FOR KEN

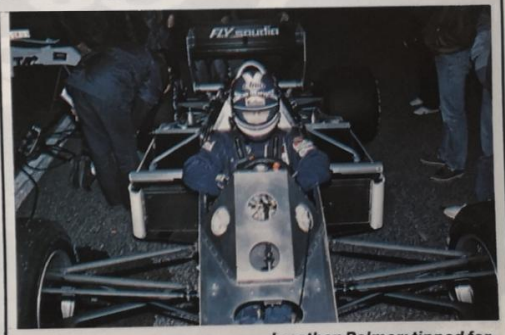
When GPI phoned Ken Tyrrell for news, he admitted that he had "nothing at all" to tell us about drivers or sponsors. Despite having to continue with Cosworth power, Ken believes that the new-for-'84 fuel restrictions will make the 012 chassis reasonably competitive, "except in qualifying," and he has tested the promising British F3 driver Martin Brundle, who astonished the veteran British entrant by lapping Silverstone faster than Rosberg had done in the Williams-Cosworth in July.

François Hesnault: trying a Ligier thanks to the support of his supporters at Elf. (photo: Léonel Froissart)

Piquet, Guerrero (in car) and Senna: the South American connection at Brabham. (photo: Morelli-Bertier)

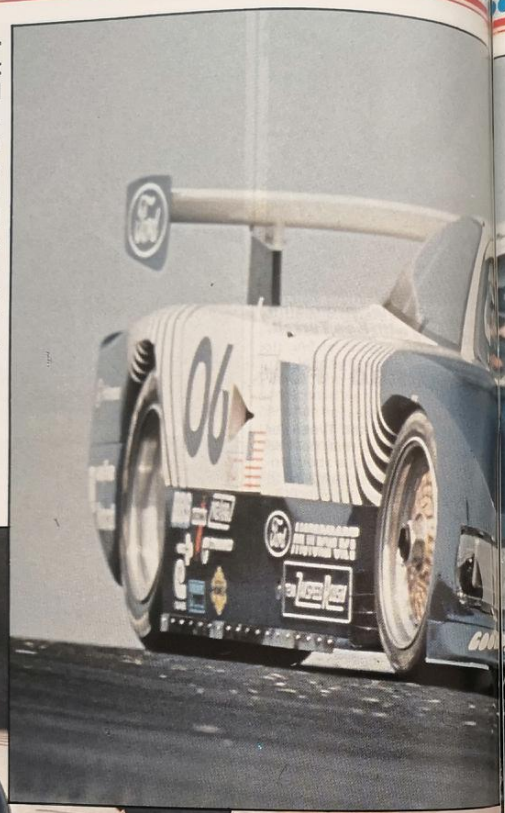
EXPENSIVE ALFA

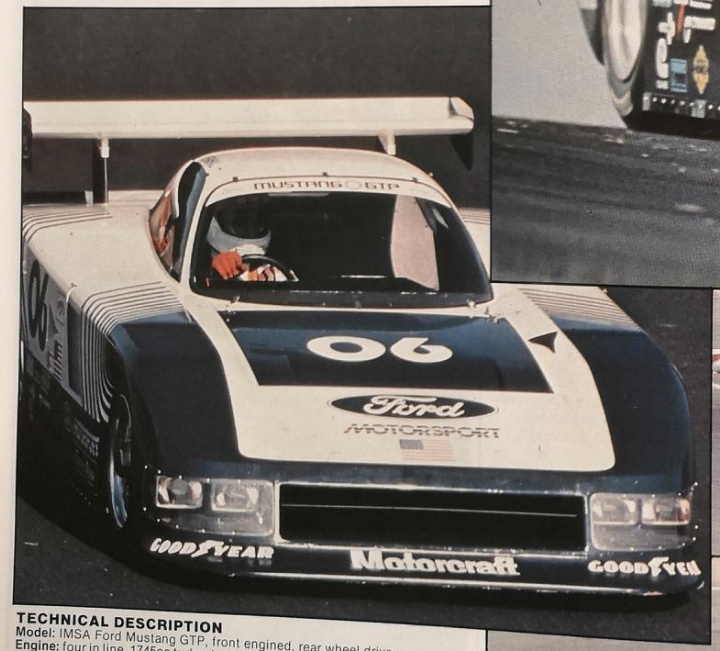
In Italy, Enzo Osella has gone very quiet (perhaps he's now been told how much his Alfa Romeo turbo V8s are going to cost), but he's almost certainly going to have Piercarlo Ghinzani leading a two-car team. The second driver will be Italian, of course, and it seems that Pier-Luigi Martini is likely to be chosen.



Jonathan Palmer: tipped for ATS after two years as official test driver for Williams. (photo: Winter)

When the Ford Mustang GTP car was unveiled in Dearborn two days before the Detroit GP, company chairman Philip Caldwell underlined the importance of the project. "We like racing," he said, "and we learn lessons from it. But our objective is to help sell our cars." Within ten weeks, at the Elkhart Lake circuit, the two exciting Fords had shown their capabilities with a 1st place (Ludwig/CoConis) and a 3rd (Brabham/Rahal). Retirements followed in two later races, but with a new 700 horsepower 2.3-litre engine for 1984, it promises to be a Ford year for IMSA.





TECHNICAL DESCRIPTION

Model: IMSA Ford Mustang GTP, front engined, rear wheel drive

Engine: four in line, 1745cc turbocharged Ford giving 600 bhp and 51 mkg torque. A four in line EFI 2300cc unit, derived from the production Mustangs and turbocharged, will be used in 1984; it should give 700 bhp

Gearbox: Hewland five speed

Chassis: composite monocoque built by Ford Aerospace and Communications Corporation of honeycomb and Nomex sandwiched by carbon fibre

Bodywork: carbon fibre, derived from Probe IV research vehicle

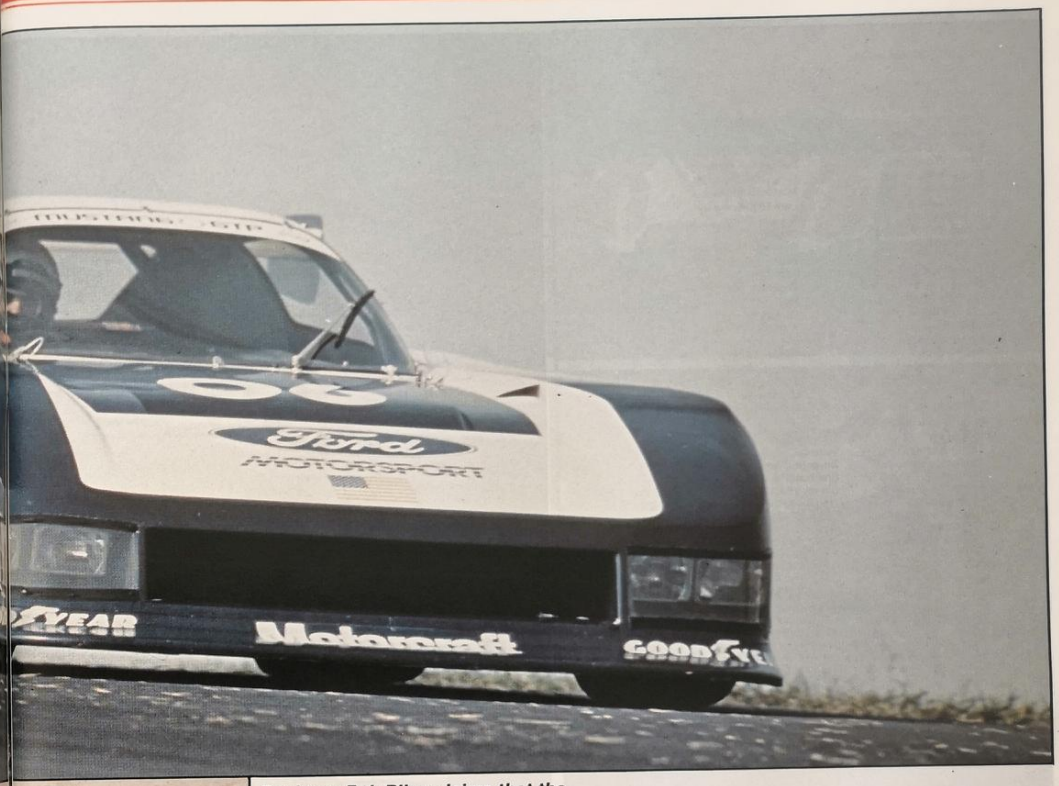
Dimensions: wheelbase, 268.73 cms, 105.8 ins; front track, 154.94 cms, 61 ins; rear track, 162.56 cms, 64 ins; overal length, 477.52 cms, 188 ins; overall width, 198.12 cms, 78 ins; height, 106.60 cms, 41 ins.

Weight: 802 kilos, 1770 lbs, distributed 48 per cent to the front, 52 per cent to the rear

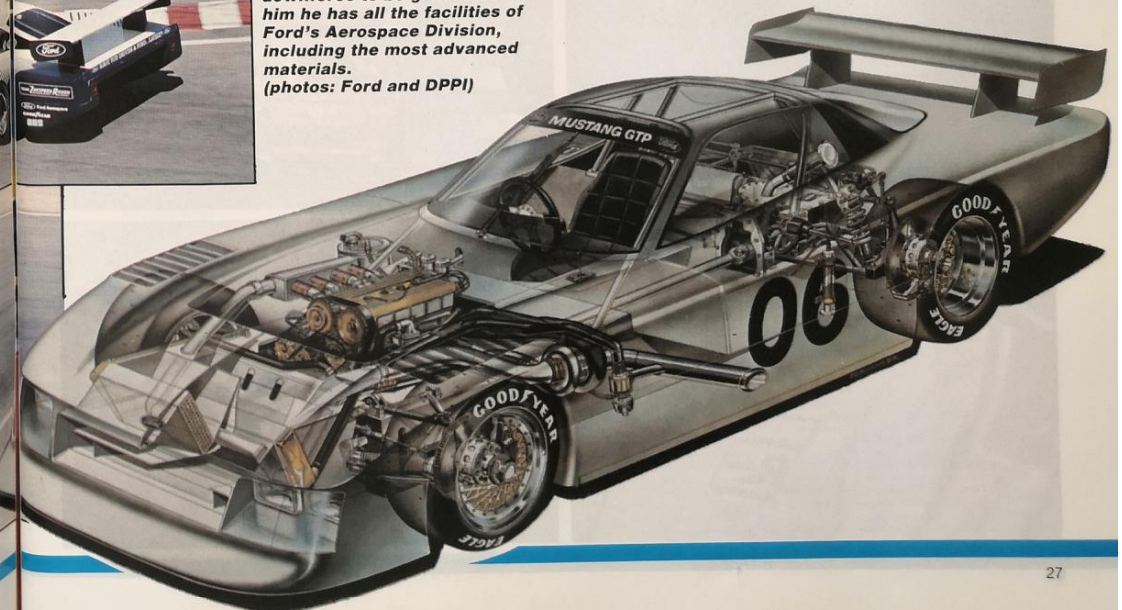
Project managers: Ford Special Vehicle Operations (SVO), managed by Mike Kranefuss. Operational manager: Bob Riley

Race preparation: Team Zakspeed-Roush, run by John McLoughlin

Drivers: Bobby Rahal (USA), Klaus Ludwig (D), Geoff Brabham (USA), Tim CoConis (USA).



Designer Bob Riley claims that the front engine/RWD layout of the GTP Mustang permits useful extra downforce to be generated. Behind him he has all the facilities of Ford's Aerospace Division, including the most advanced materials.
(photos: Ford and DPPI)



ROAD AMERICA 500
Round 15 of the International Motor Sports Association (IMSA) "Camel GT" championship.
Official title: Road America 500.
Date: 21 August 1983.
Race distance: 500 miles (shortened by rain to 115 laps, 460 miles).

STARTING GRID

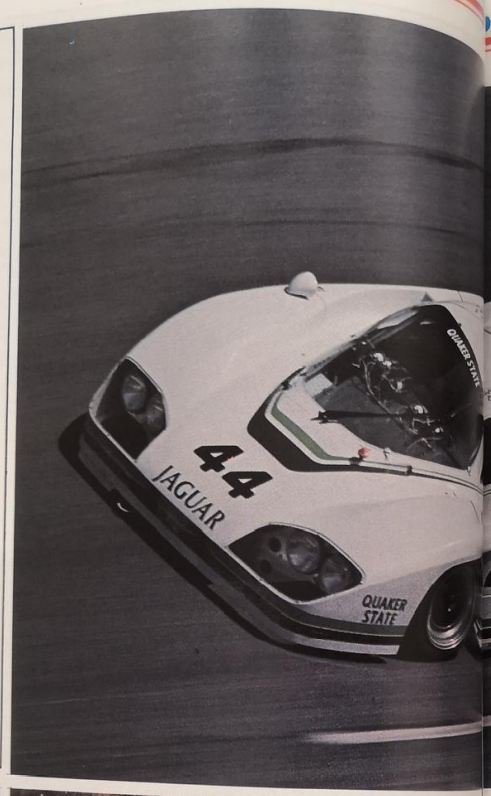
March 83G-Porsche	Ford Mustang GTP
Holbert/Trueman	Ludwig/CoConis
Andial Porsche 935	Lola T600-Chevrolet
Paul Jr/Henn	Morton/Lobenberg
Ford Mustang GTP	Lola T600-Chevrolet
Brabham/Rahal	Kalagian/Mills
March 83G-Chevrolet	Datsun ZX turbo
Cowart/Miller	Devendorf/Adamowicz
Porsche 934	March 83G-Chevrolet
Baker/Mullen/Nierop	Leon/Leon
Phoenix JG1-Chevrolet	Chevrolet Camaro
Gunn/Belcher	Hagan/Felton
Lola T600-Chevrolet	Pontiac Firebird
Leven/Adams	Watson/De Pirro
Porsche 935K3	Mazda RX7
Akin/O'Steen	Halsmer/Knoop
Pontiac Firebird	Datsun 280 ZX
Canary/Wietzes	Blackburn/Forbes Robinson
Pontiac Firebird	Mazda RX7
Dyson/Slagle	Mandeville/Johnson

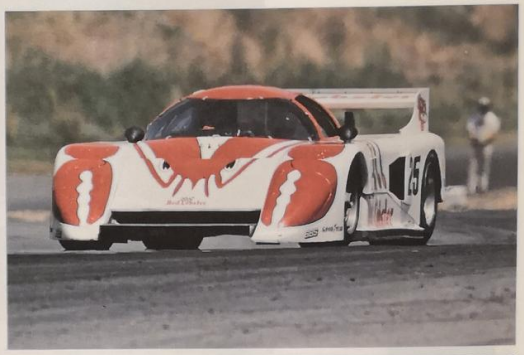
(etc: 48 cars practised)

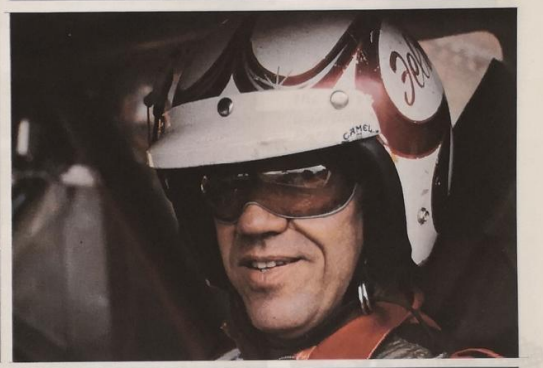
RESULTS

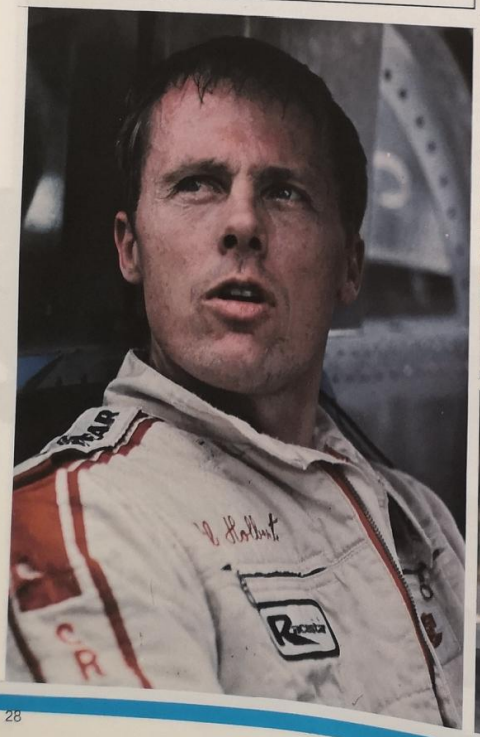
1.	Ford Mustang GTP	Ludwig/CoConis	115 laps
2.	Datsun ZX turbo	Devendorf/Adamowicz	113 laps
3.	Ford Mustang GTP	Brabham/Rahal	113 laps
4.	Pontiac Firebird	Canary/Wietzes	108 laps
5.	Mazda RX7	Mandeville/Johnson	107 laps
6.	Pontiac Firebird	Dyson/Slagle	107 laps
7.	Mazda RX7	Downing/Maffucci	107 laps
8.	Lola T600-Chevrolet	Morton/Lobenberg	107 laps
9.	Mazda RX7	Varde/Kline	107 laps
10.	Lola T600-Chevrolet	Kalagian/Mills	106 laps

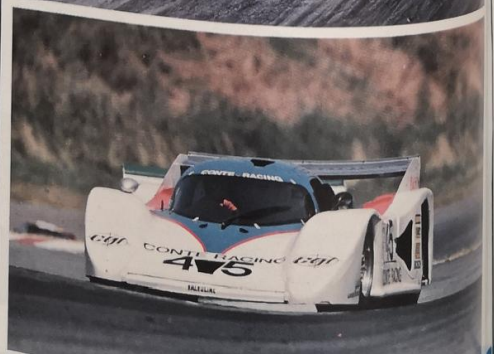
MAIN POINTS
• First appearance and first victory for the works-entered front-engined Ford Mustang GTP. • Second overall and crushing victory in GTO class for the Electramotive Datsun ZX turbo. • Victory in GTU for Mazda RX7. • Retirement of the March 83G-Porsche (engine failure)? • Return of the Chevrolet-engined Phoenix JG1, built by veteran John Gunn. • Race winners Ludwig/CoConis took the lead on lap 34 of the 115.











POCONO 500 MILES
Round 16 of the International Motor Sports Association (IMSA) "Camel GT" Championship
Official title: Pocono Camel GT 500.
Date: 11 September 1983.
Race distance: 501,2 miles, 179 laps.

STARTING GRID

Jaguar XJR 5	March 83G-Porsche
Tullius/Bundy	Holbert/Aase
Ford Mustang GTP	Lola T600-Chevrolet
Ludwig/Rahal	Kalagian/Lloyd
March 83G-Chevrolet	Ford Mustang GTP
Cowart/Miller	Brabham/CoConis
Porsch 935L	Porsche 935K3
Moretti/Van der Merwe	Akin/O'Steen
Chevrolet Camaro	Datsun ZX turbo
Hagan/Felton	Devendorf/Adamowicz
Pontiac Firebird	BMW M1
Dyson/Slagle	Fomfor/Olson
Aston Martin Nimrod	BMW M1
Miller/Ramirez	Montoya/Ullom
Porsche 934	Mazda RX7
Vincentz/Mullen	Mandeville/Johnson
Mazda GTP	Porsche 924 GTR
Honegger/Bohren	Winters/Bergstrom
Mazda RX7	Mazda RX7
Downing/Maffuci	Morton/Knoop

(etc: 43 cars practised)

RESULT

1.	Jaguar XJR5	Tullius/Bundy	179 laps
2.	Porsche 935L	Moretti/Van der Merwe	176 laps
3.	Chevrolet Camaro	Hagan/Felton	172 laps
4.	Porsche 935K3	Akin/O'Steen	171 laps
5.	BMW M1	Fomfor/Olson	169 laps
6.	Mazda RX7	Downing/Maffucci	163 laps
7.	Porsche 924 GTR	Winters/Bergstrom	162 laps
8.	Datsun ZX	Alderman/Baird	162 laps
9.	Datsun ZX turbo	Devendorf/Adamowicz	160 laps
10.	Porsche 934	Vincentz/Mullen	159 laps

(etc.)

MAIN POINTS
• Another win for the Jaguar as Canadian Jim Adams has left the Group 44 team, Doc Bundy was driving with Bob Tullius. • Al Holbert, already 1983 champion, had Dennis Aase as teammate; the Californian began the season driving one of Dan Gurney's AART Toyotas. They retired on lap 49. • Rapid retirement for both GTP Ford Mustang which won at Road America/Elkhart Lake; Ludwig/Rahal completed 8 laps, and Brabham/CoConis were joined by Ludwig before retiring after 49 laps. • The Stratagraph Camaro GTO as well as finishing third overall.

DAYTONA 3 HOURS
Round 17 of International Motor Sports Association (IMSA) "Camel GT" championship.
Official race title: Eastern Airlines Camel GT 3 hours.
Date: 27 November 1983.
Race distance: 3 hours.

STARTING GRID

March 83G-Porsche	Ford Mustang GTP
Holbert/Trueman	Rahal/Ludwig
Porsche 935K3	Porsche 935
Akin/O'Steen	Foyt/Adam
Lola T600-Chevrolet	Porsche 934
Kalagian/Lloyd	Baker/Mullen
Rondeau-Chevrolet	March 83G-Chevrolet
Gunn	Cowart/Miller
March 84G-Buick	March 84G-Chevrolet
Speer/Madren	Leon/Leon
Porsche 935K3	Chevrolet Camaro
Moretti/Van der Merwe	Hagin/Felton
March 83G-Chevrolet	March 83G-Chevrolet
Hinz/D. Whittington	Murray
Porsche 934	Chevrolet Camaro
Heimrath/Heimrath Jr	Riggins
Porsche 935	Pontiac Firebird
Lanier/Varde	Newsom/Field
Porsche 935	Chevrolet Camaro
Almeida/Morejon	Nehl

(etc.)

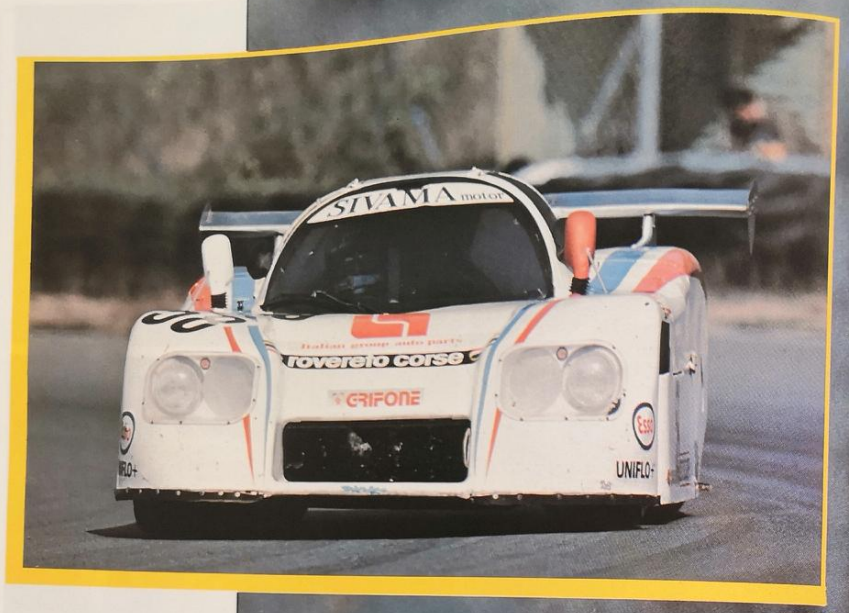
RESULTS

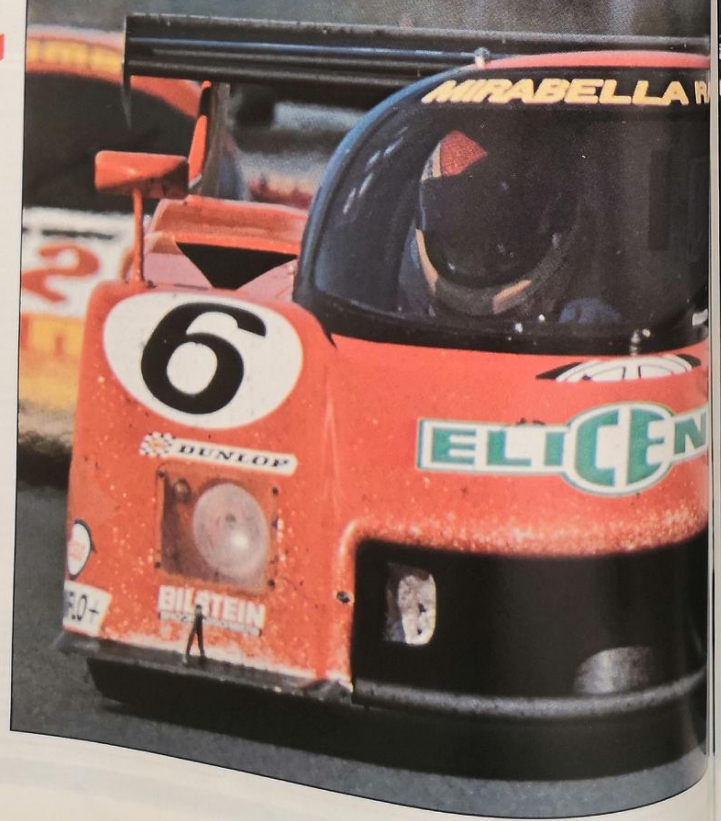
1.	March 83G-Porsche	Holbert/Trueman	91 laps
2.	Porsche 935K3	Akin/O'Steen	91 laps
3.	Lola T600-Chevrolet	Kalagian/Lloyd	90 laps
4.	March 83G-Chevrolet	Cowart/Miller	89 laps
5.	Porsche 935	Almeida/Morejon	87 laps
6.	March 84G-Buick	Speer/Madren	87 laps
7.	Porsche 935K3	Moretti/Van der Merwe	87 laps
8.	Nimrod-Aston Martin	Miller/Ramirez	84 laps
9.	BMW M1	Fomfor	84 laps
10.	Buick Regal	Overbee	83 laps

MAIN POINTS
• Struggling with Holbert for pole position, Ludwig destroyed two 2-litre engines in the Mustang which he was sharing with Rahal. • With Paul Jr absent in England (testing a new March Indy-car), Preston Henn was unable to find a quick co-driver to share his Porsche 935 with A.J. Foyt. Brian Redman briefly tried the car before declining the offer: the Canadian Adam eventually shared it with Foyt, who was unable to repeat the race winning performance of his previous 1983 Daytona performance, when he joined Wollek and Ballot-Lena. • First appearance, in the hands of John Gunn, of a two year old Chevrolet-engined Rondeau (now dubbed "Walrus").

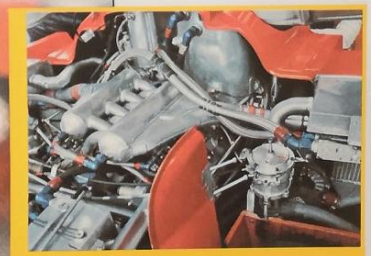
PERSISTENCE REWARDED

It had been a long wait. At Monza, Silverstone, Nurburgring, Le Mans, Spa and Brands Hatch, the Lancias had to bow to the superiority of a phalanx of Porsche 956s, whether from the factory or from private teams. The Martini-sponsored Lancias were too new to take on the might of Stuttgart: there were problems with tyres and with the turbocharged Ferrari-based engines which suffered overheating. On each occasion, it seemed that Cesare Fiorio's team had some new obstacle for engineer Tonti to overcome. But all the time, they worked to improve the cars, and on home ground, at Imola and Mugello, the cars finally came right:

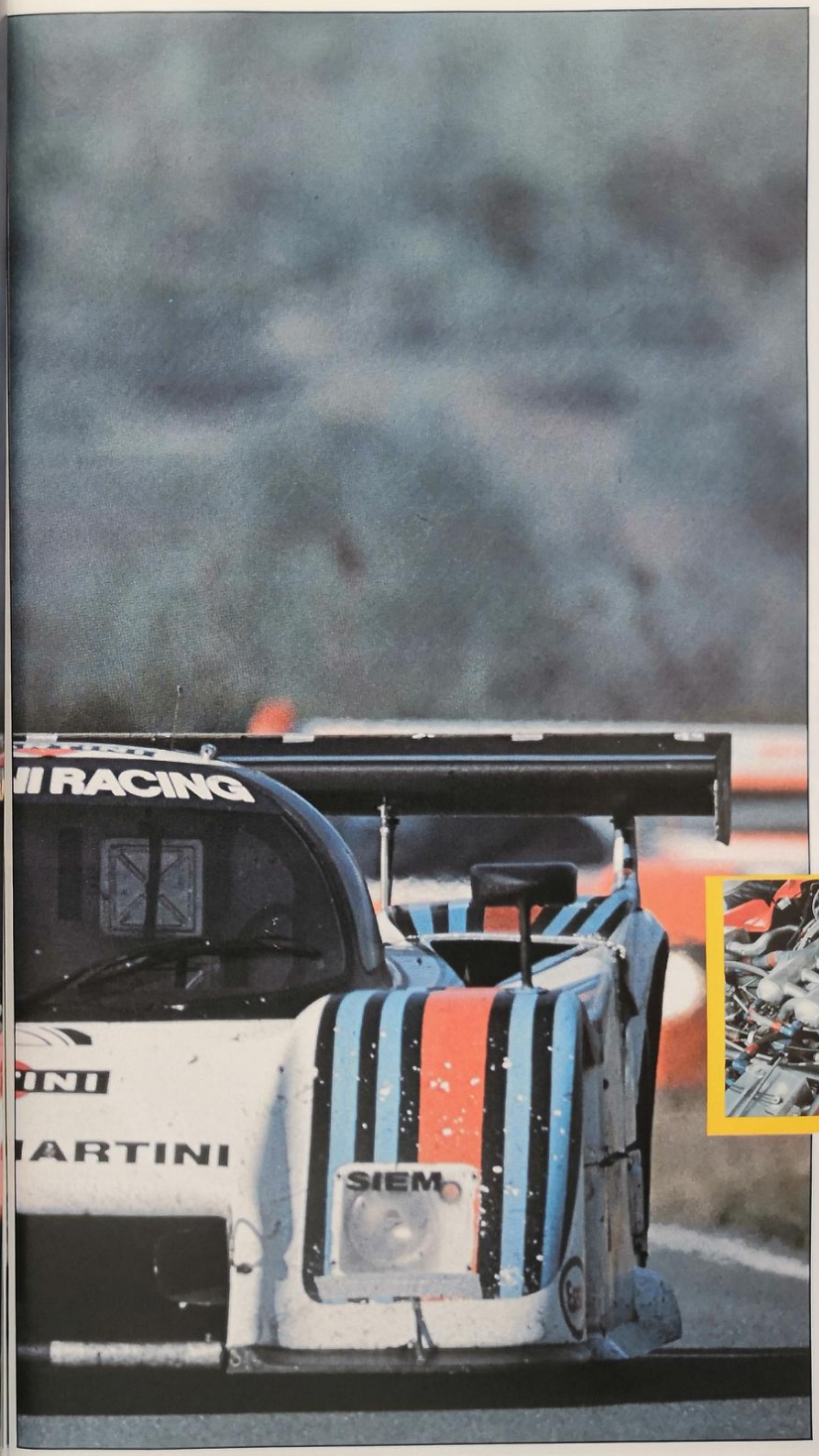




victory for Fabi/Heyer in the first race, runner-up position for Patrese/Nannini in the second. The works Porsches were absent admittedly, but that shouldn't detract from Lancia's performance in beating the very capable private teams sponsored by Marlboro and J David. Equally, the Lancias were backed up their own privateer machine, that in red run by Scuderia Mirabella and driven by Giorgio Francia/Paulo Barilla. It suffered transmission trouble and retired from



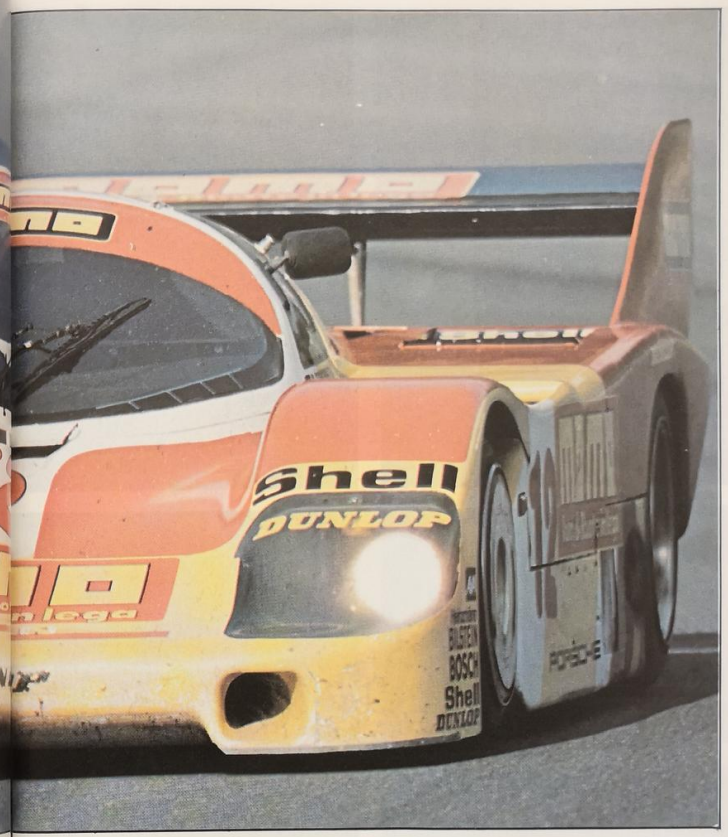
both races, but was not only competitive with the works Lancias but the Porsches as well when on the track. Last year's converted Group 6 cars, now run by Sivama, are, however, outdated and under-prepared. However, 'Gimax' and Oscar Larrauri finished well at Mugello where both their model and No 58 took the chequered flag. (photos: Asset)

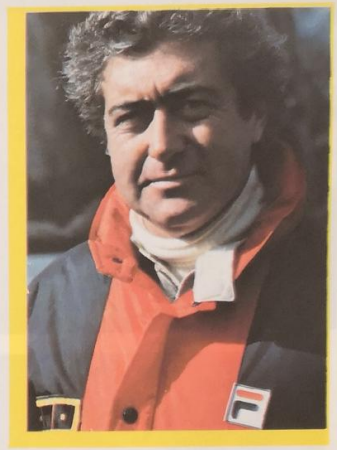


THE POWER AND THE GLORY

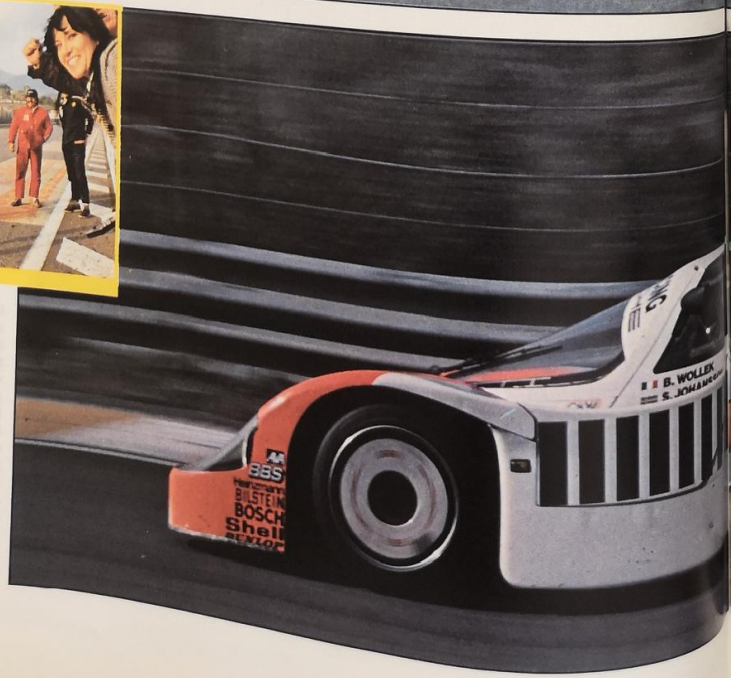
Reinhold Jost had the great satisfaction not only of winning the Mugello race, but seeing his number one driver Bob Wollek crowned as European champion. The German team manager, seen from 'below' in his red Marlboro jacket had been rewarded by a win and a title at the end of a

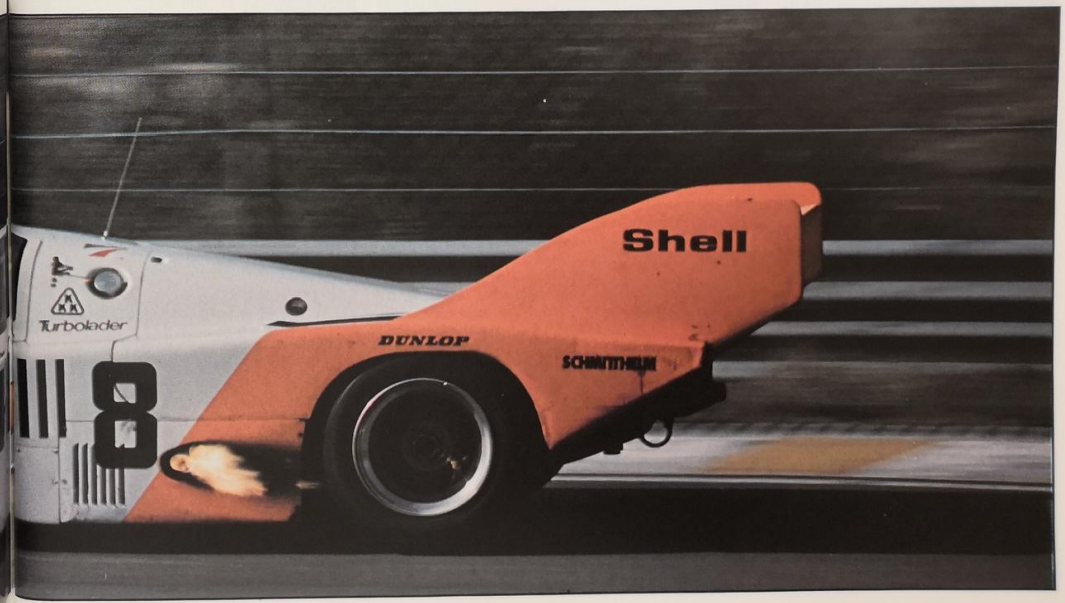
long and sometimes tricky season with the 956 which Frenchman Wollek shared with Stefan Johansson. At Mugello, Jost also had a financially fruitful association to be glad of. His second car, usually decorated in New Man colours, was this time wearing the red and white sponsorship of Giampiero Moretti's Momo wheels company. Sharing with Dieter

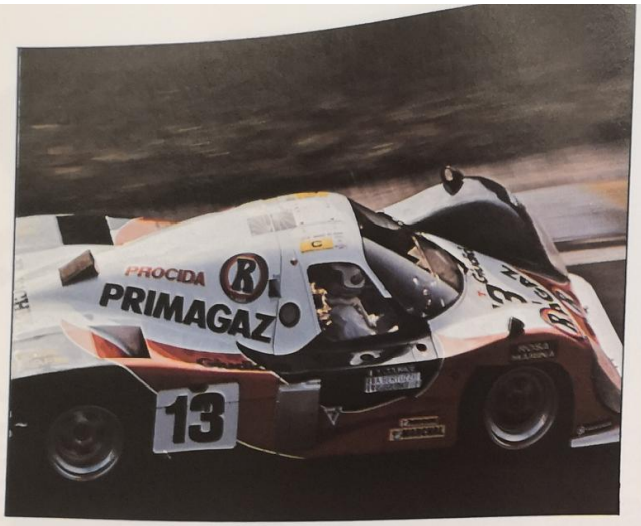


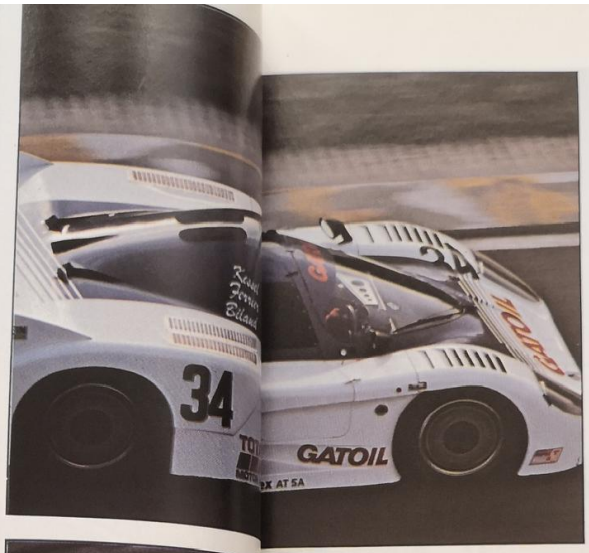


Schornstein and Volkert Merl, the Italian millionaire (in most currencies) with the pepper and salt hair-do went on to finish in sixth place, despite a body-damaging front puncture.
(photos: B. Asset)

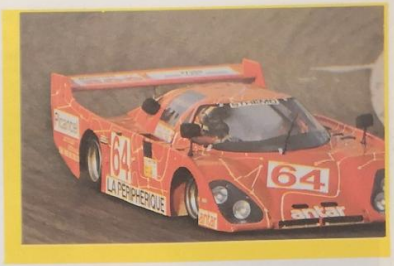




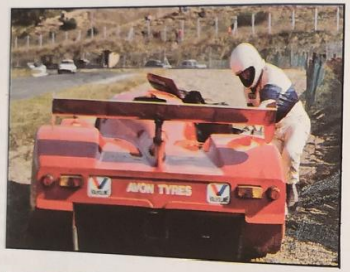




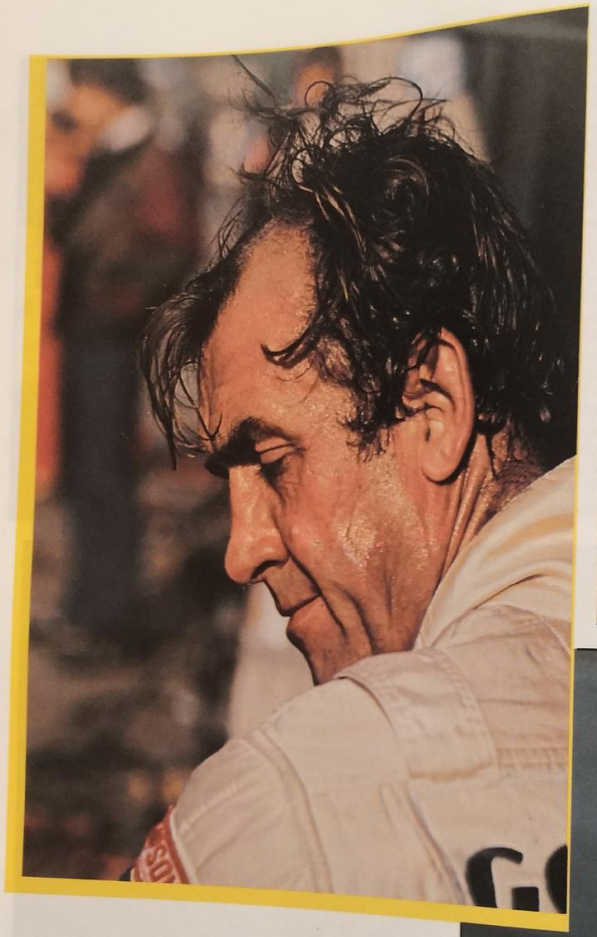
Graemiger's DFL-powered Cheetah No 34 has been built on a limited budget on the shores of Lake Geneva, but to a relatively high standard all the same. The same can be said of the Le Mans-based Cougar team of Yves Courage in the DFV-powered Cougar CO1 N° 13. However, the American 5.7 litre Ford V8-powered de Tomaso N° 59 is of another vintage, despite its attractive appearance. Supported by Autoelite, this machine is based on a de Tomaso Pantera which some remember understeering atrociously in the early days of Group 5! (photos: Asset and Compoint/DPPI)

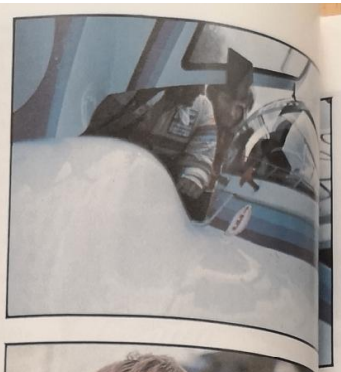


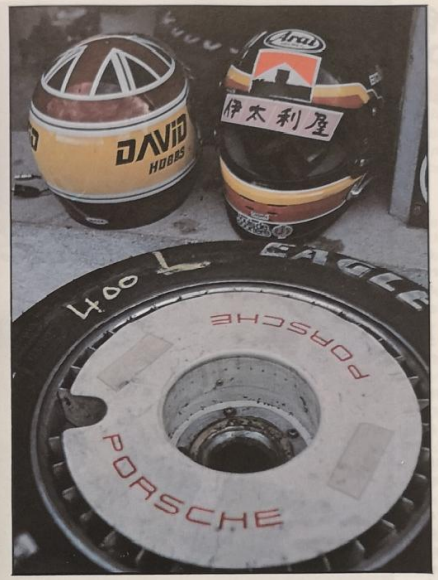
NOTHER CLASS



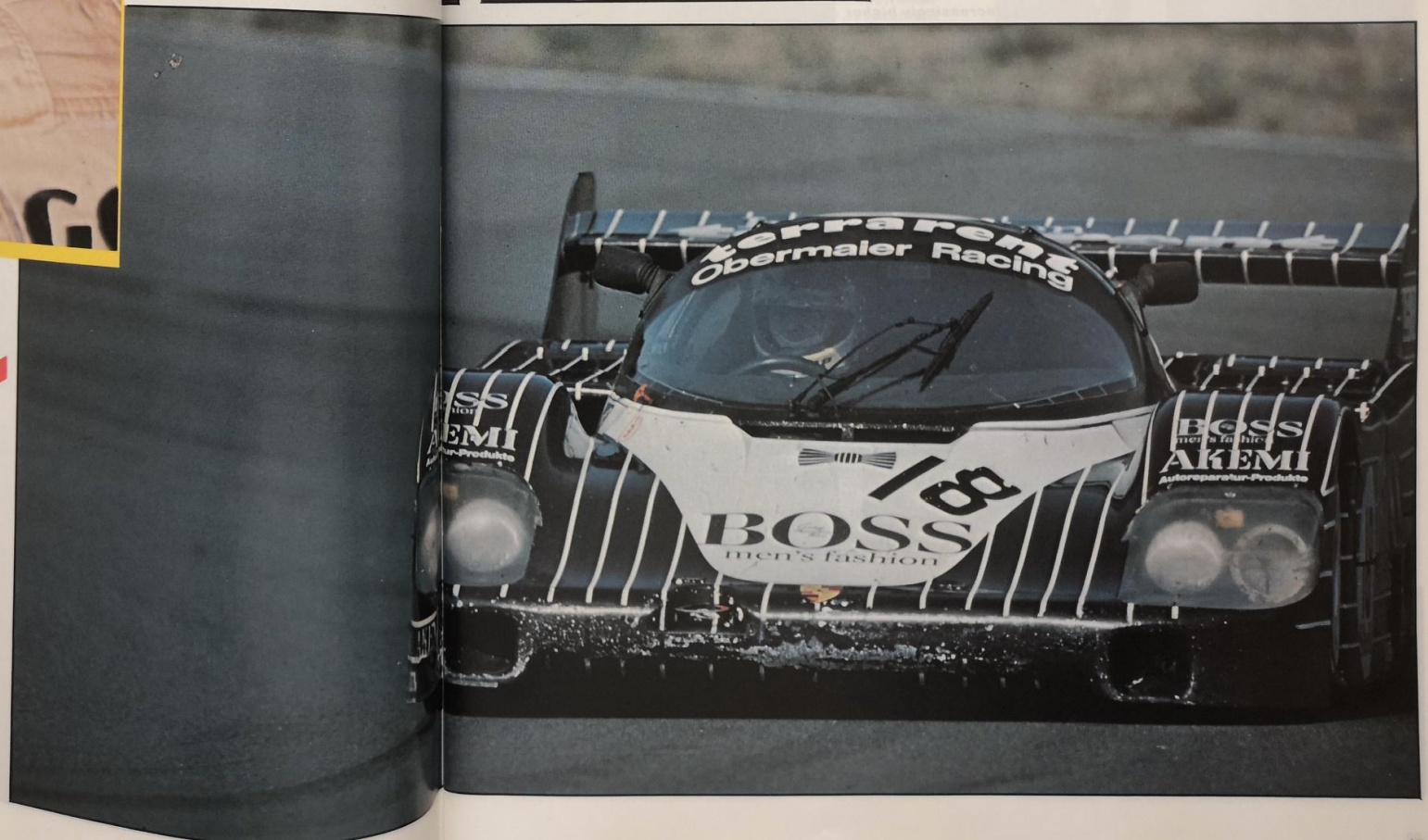
No car nor driver could infiltrate the solid ranks of Porsches and Lancias at the head of both Italian races. Mugello and Imola were dominated by the LC2s and 956s of the Stuttgart and Turin automobile manufacturers, and there was little that anyone could do about it. In Group C Junior, the field was thin, with only the BMW-Sthemo No 64 to rival the Giannini-Albas in which Martino Finotto was as usual to be found. However, there wasn't a Group C Junior finisher in either race. Chasing the turbocharged men in both, however, was a variety of Ford-powered runners. Chuck







and David Hobbs are on a higher plateau in the J David-sponsored version. In both Italian races, Fitz and his team were fighting to rival Reinhold Jost's private Marlboro-sponsored team. Thierry Boutsen came to the second race to add his expertise, while newly-crowned Trans-Am champion David Hobbs (who began racing in his mother's Morris Oxford) lent his vast experience and picked up fastest lap into the bargain, just to prove that Formula I drivers aren't the only quick men in motor racing. However, David is one of those drivers whose sweat proves just how hard he's been working.
(photos: Asset)

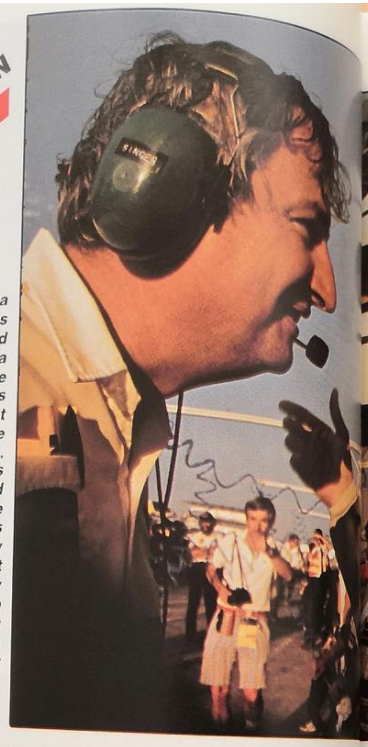


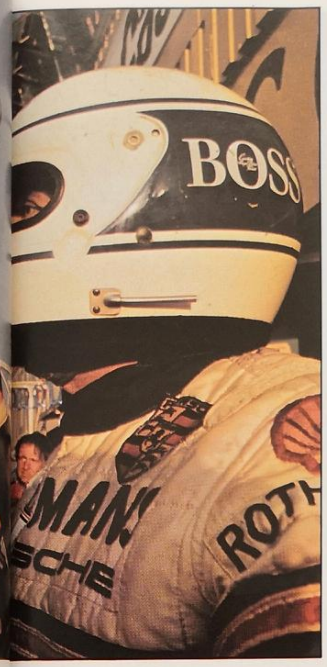
BATTLE OF THE GIANTS

To wring the final ounce of performance from a Group C Porsche 956 is no easy task, and some people do it better than others. In Jurgen Lassig's Boss-sponsored model, Axel Plankenhorn and Herve Regout (left and right in our picture) have their own private battles with the New Man or Momo-sponsored version run by Reinhold Jost. John Fitzpatrick

ULTIMATE WEAPON

Designed and built in a country noted for its industrial efficiency, and carrying the colours of a major sponsor, the works Porsche 956s were clearly the fastest and best cars for the requirements of Group C. Thanks to the factory's constant research and development the Rothmans-Porsches were undeniably superior to similar but less technically advanced cars sold to customers. Using engines with increasingly higher compression ratios, force-fed by ever-improving turbo technology and controlled by the most up to date electronickery, the famous German flat-six produced fantastic power for the official qualifying sessions and often had a distinct advantage in races due to its frugal fuel consumption.



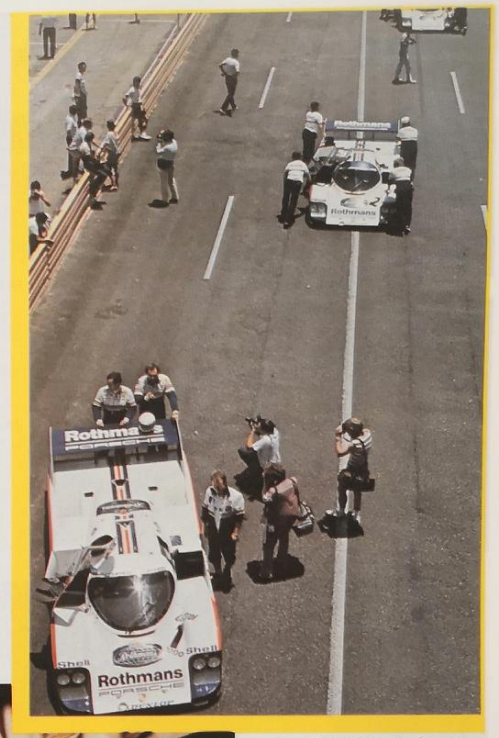


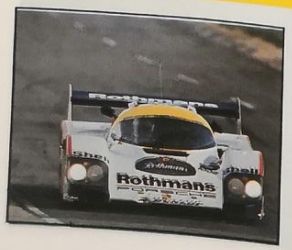
Far away in the southern hemisphere, at the Kyalami 1000 kms, the Rothmans-Porsche team looked like an invading army, for they had shipped virtually the same huge crew which they'd had at Le Mans : in addition to the two race-winning cars which have been trouncing the opposition almost everywhere in Europe, there was a third car for Le Mans winners Al Holbert and Vern Schuppan.

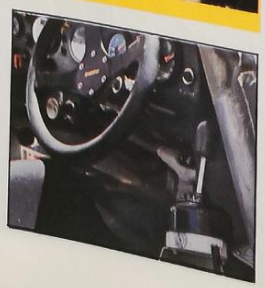
The most important item on the test schedule for the American/Australian pair was the assessment during practice of the new Porsche semi-automatic transmission system fitted to their no 3 car. It is operated by what looks like a gearlever, but instead of a normal gearlinkage mechanism the transmission is controlled electrically. In theory it is possible for the driver to change gear without declutching and to keep his foot hard on the accelerator at the same time. In practice it doesn't yet work out quite as well as that, and on race day the no 3 Porsche had its conventional gearbox refitted. Top marks, though, for yet another technical innovation.

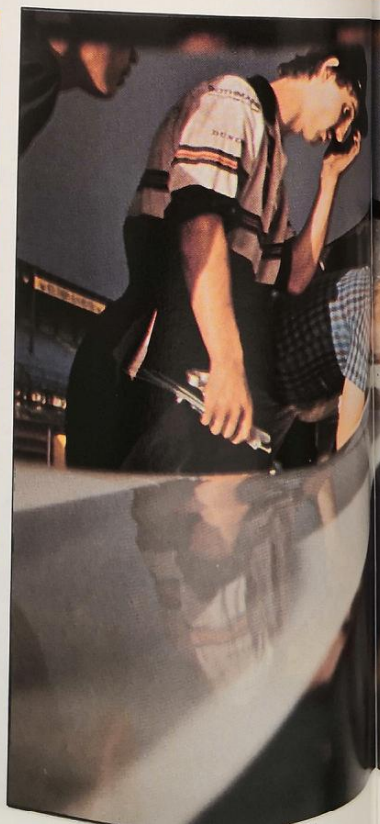
Meanwhile this Kyalami Group C final was just the same as the F1 final had been in October, for it was to decide a world title. The Porsche factory made no attempt to favour either of its two drivers in their efforts, allowing them to battle it out alone. Porsche merely supplied identical ultimate weapons to the two superstars and trusted them to behave like the disciplined men that they are.

(photos : Asset)



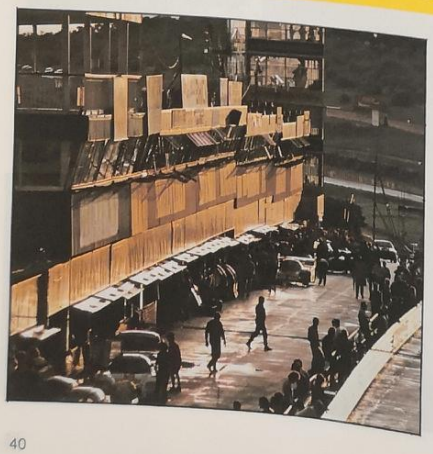




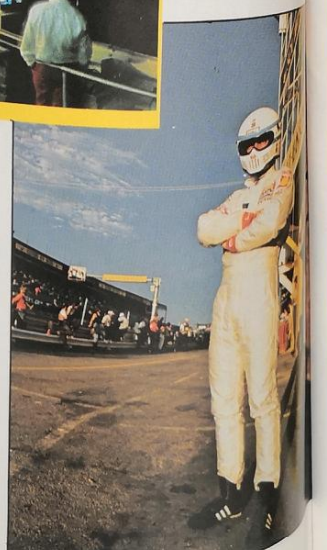


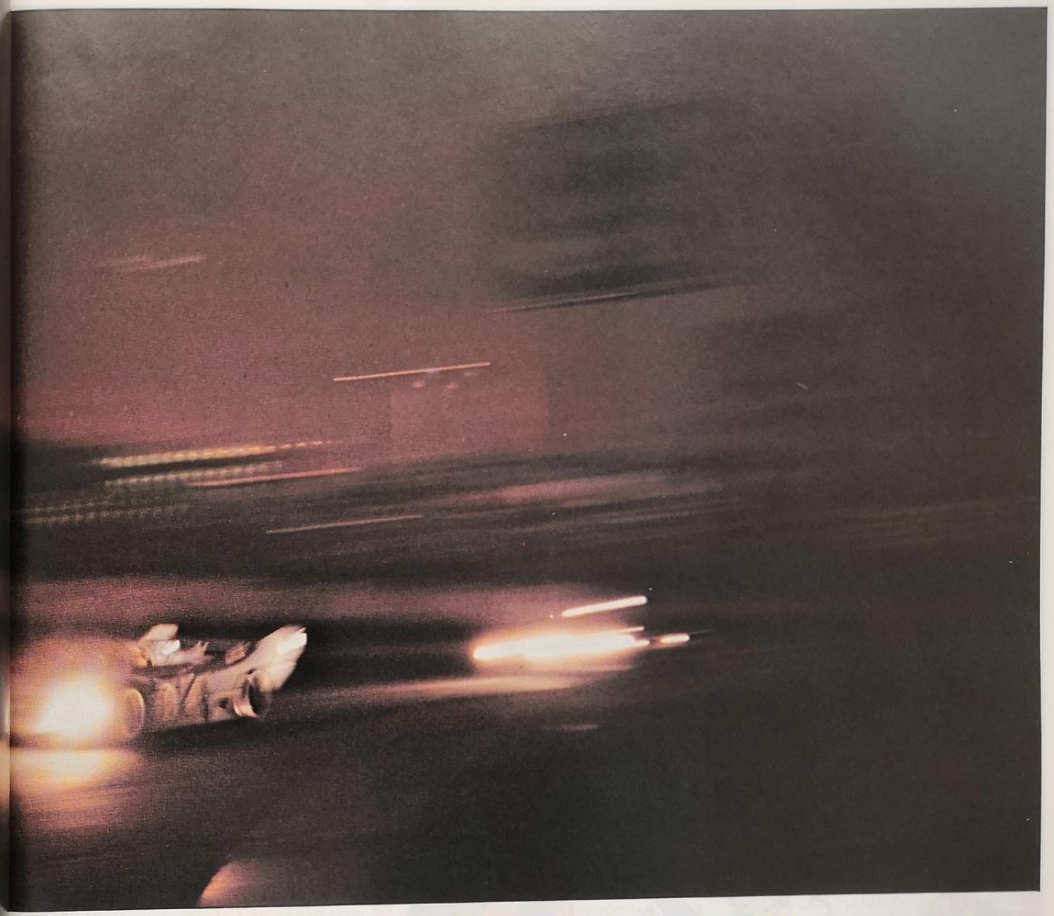
COLOURS

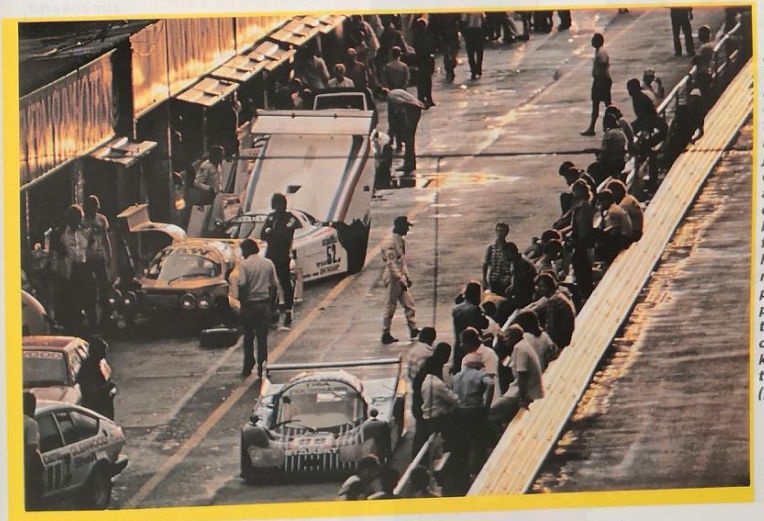
When dusk falls, the magic of endurance racing is magnified. And in spite of the length of their race having to be reduced from its traditional (non-championship) 9 Hours, the South African organisers scheduled the new 1000 Km event to run — as usual — until after dark. Just as Le Mans, Daytona and Sebring encourage the artistic element in the photographers, so the Kyalami 1000 is an



aesthetic "hit". Here in the mid-summer heat on the high veld, afternoon storms are predictable only in the suddenness at which they strike. They're violent and destructive, but they rarely last very long — and they always produce colours that swirl and change in seconds. One moment bathed in oppressive heat, the next the race track turned yellow as it reflected an angry sky, then the rain cascaded down. It was one extreme to another in little more than seconds. Later, night was to take possession of the

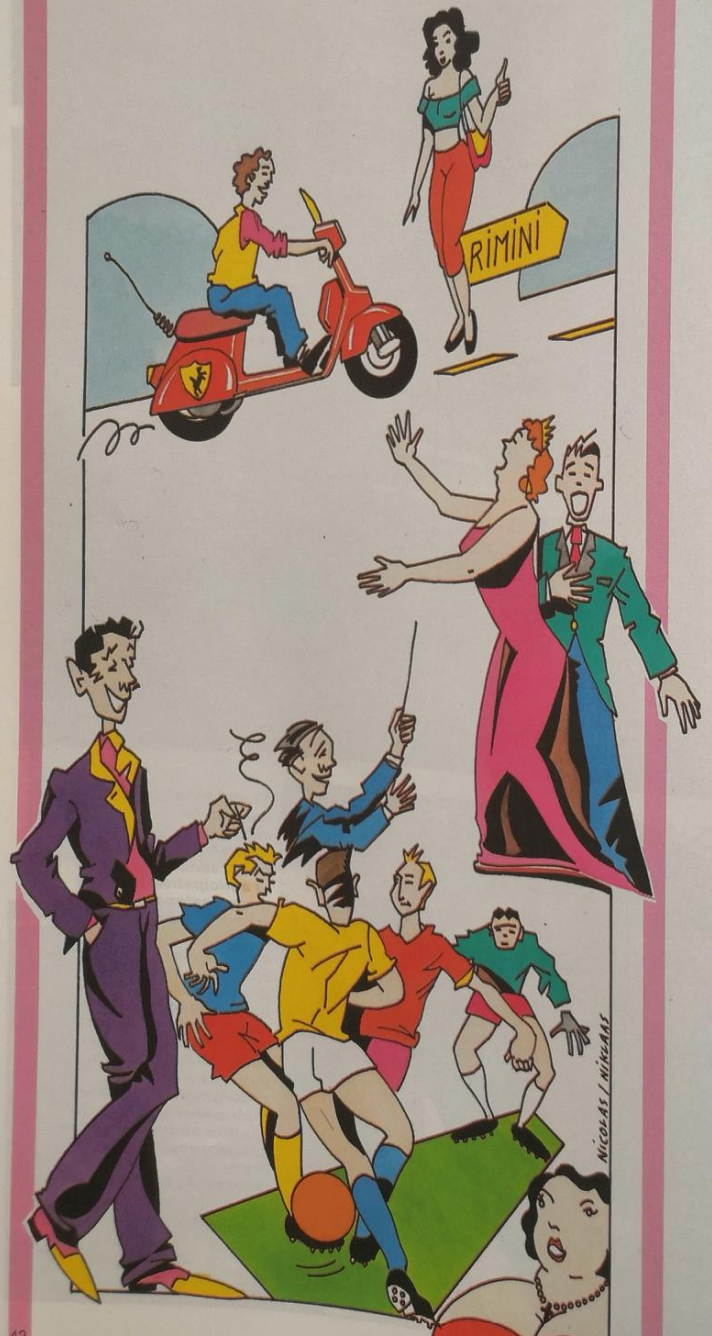


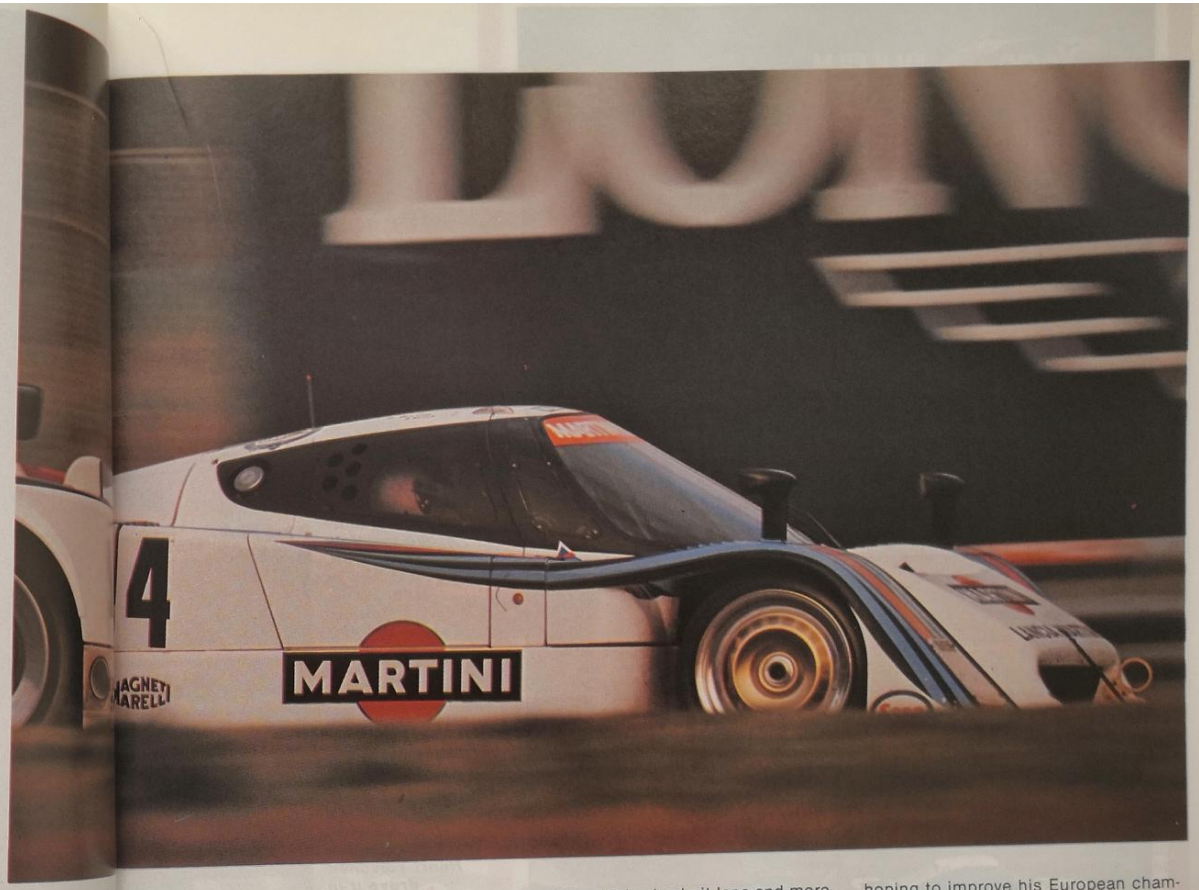




Transvaal as the lights went on in Johannesburg. The Group C monsters also lit up, sending mumurs of anticipation through the granstands. This was motorsport at its nerve-jangling best: heat, competition, thrills, risks and more. Deep in the drivers' cokpits the lights danced on tense faces, while elsewhere headlamps flickered in never-to-be-repeated patterns and photographers fingered their cameras, ready to capture an instant of the kaleidoscope in front of them.
(photos: Asset)

IMOLA 1000 KMS





The first s… races ha… provided on… disappointmen… the seventh wa… happi… successfu… Hans Heyer an… Teo Fab… brought to a… end a long… series o… Porsche wins i… the 1983… Endurance… series… (photo… Compoint/DPPI)

Imola in autumn: a town bathed in pleasant, hazy sunshine, brown leaves falling; a quiet, peaceful place beginning to prepare for winter. In October the sun can still be warm during the day, though the nights can be cold and misty. There's an end-of-term feeling to these late season races; that we'll all soon scuttle away to our homes, lock up racing cars for another year and hibernate until the sun begins to shine again.

But Italy in October is not so unpleasant that motor races can't be held as the international European season winds down and races in the far East and southern hemisphere become more fashionable. The idea of a closing double-header in Italy for the European Endurance championship finale seemed a good one; empty hotels glad of the custom, a single trip to take in both races and a short drive (around 60 kilometers) between the two circuits, Imola and Mugello.

Imola has become a regular circuit on the Grand Prix scene over the last five years but few other races have been held there during the fast few years. So unless one had tested there, only those who had raced in Grands Prix (like Teo Fabi), had raced in Renault 5 turbo or Procar (such as Hans Heyer) or had the dubious distinction of being a 'veteran' (like Derek Bell and Bob Wollek, both of whom finished second in F2 races there) had ever had the opportunity to race at Imola. But as a circuit it was a popular choice. The big garages, Grand Prix-sized pit lane and more than adequate amenities endeared the circuit to the endurance fraternity.

The problem was, how many competitors would turn up for this European championship event? At one time, it seemed that it would be poorly supported, but a lobby at Spa revealed that at least 20 cars were intending to come, and in the end, the big garages were nicely filled with 23 cars ranging from Group B up to Group C. Leading the entry, here on home ground, were two Lancia Martinis. New suspension modifications to assist Dunlop's cross-ply tyres had been made, but Cesare Fiorio had had to call on his 'second string' driving team because of the clashing South African Grand Prix. Teo Fabi and Hans Heyer eventually shared one car, although Pierluigi Martini was originally meant to join them. However, the Italian European F3 championship contender had injured himself at Donington the previous weekend, and preferred not to race at Imola. The popular Alessandro Nannini and Beppe Gabbiani shared the other Lancia. The slightly modified Lancia LC2 of the Mirabella Racing team backed up the two works cars, driven as usual by Paulo Barilla and Giorgio Francia.

Up against the Lancias were five Porsche 956s, all belonging to privateers. The works cars had never been scheduled to do this European championship round, so customer cars would uphold the Stuttgart firm's honour. However, by driving the Canon-sponsored 956, Derek Bell was hoping to improve his European championship chances alongside Jonathan Palmer, while rallyman Henri Toivonen would practise the car, but not race it. A new nose and a tail-end modification had been made. Reinhold Jost had brought both his cars, the Marlboro version for Bob Wollek and Stefan Johansson, and the New Man-sponsored car for owner Dieter Schornstein and Volkert Merl. John Fitzpatrick's Brands Hatch-winning car was present for Fitz and newly crowned Transam champion David Hobbs, while Jurgen Lassig's Boss-sponsored Porsche was as usual being shared by Axel Plankenhorn and new driver Hervé Regout. The only other turbo entries in Group C were the two old Sivama Lancia LC1s which didn't look as through they'd been touched since Le Mans. The more competitive car was driven by "Gimax" and former F3 champion Oscar Larrauri, while rally men Fabrizio Tabaton and Franco Cunico shared the other car with Claudio Giovanardi.

There were four normally-aspirated Group C entries, including the Tiga with revised engine cover, the Cheetah which sidecar champion Rolf Biland would share with compatriots Loris Kessel and Laurent Ferrier. Ernst Ungar had brought his BMW-powered URD, and last and least was the former De Tomaso Group 5 car now turned into Group C trim complete with 5.7 litre Ford engine.

Joining the French-entered BMW-Sthemo in Junior Group C were two Albas. The newer car was entrusted to Italian F2 dri-

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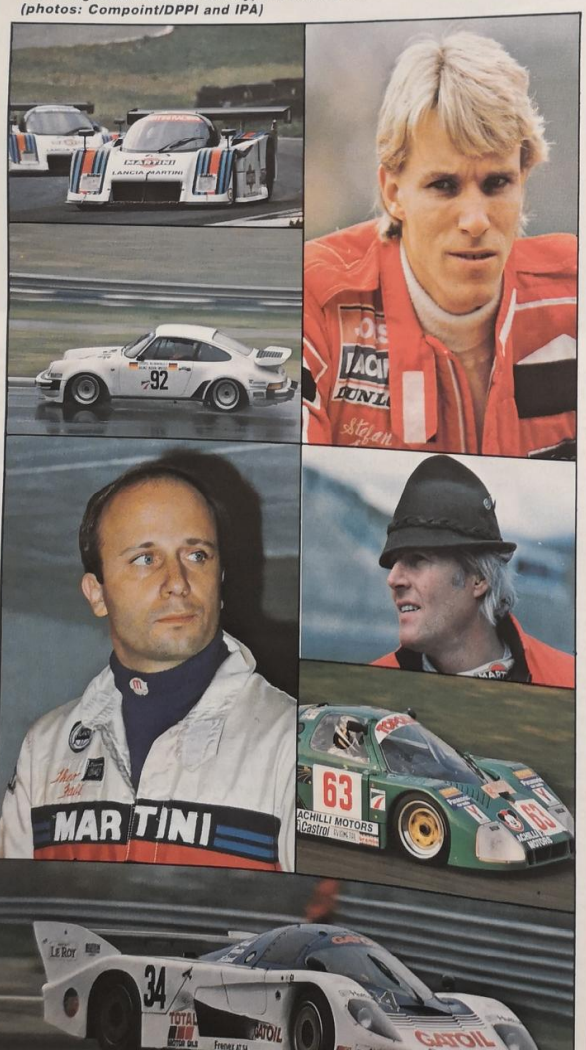
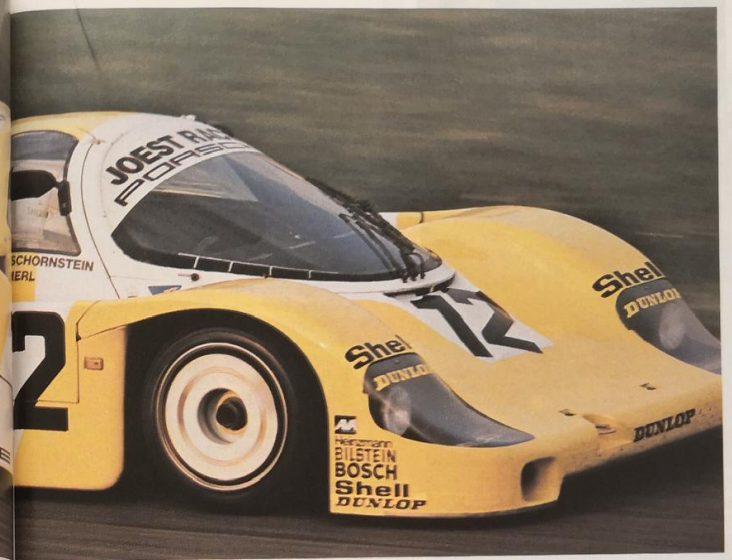
Nannini and Gabbiani took the lead on lap 24 , but it was Fabi and Heyer, the latter sporting his familiar Tyrolean hat plus Martini overalls, who won; Johansson and Wollek finished third, allowing the latter to claim a useful 12 points in the championship; No 34, the Ford-Cheetah driven by Kessel/Ferrier/Biland finished ninth, but the Giannini-Alba, No 63, of Finotto/Facetti retired; in Group B, it was again a BMW M1 victory, but Porsche No 92 finished second. (photos: Compoint/DPPI and IPA)





Dieter Schornstein and Volkert Merl drove the New Man-sponsored, Jost-run 956 to sixth place. (photo: Compoint/DPPI)

Jonathan Palmer shared Richard Lloyd's Canon-sponsored 956 with Derek Bell, and rallyman Henri Toivonen drove it in practice. It sported revised rear bodywork. (photo: Compoint/DPPI)

Lancia's win at Imola revived interest in long distance racing after a long succession of Porsche wins. For competitions manager Cesare Fiorio, it was the end of a series of frustrating races. (photo:

vers Fulvio Ballabio and Guido Dacco. It differred slightly to the older car in that it had a slightly longer tail, a nose wing and ran on Dunlop rather than Pirelli tyres. Making up the entry in Group B were two BMW M1s and four Porsche turbos, one of which would be driven by Roberto Moreno.

Friday's unofficial session and Saturday's official practice was brightened by warm if hazy sunshine, and happily, there were few incidents following Fuji's rather over-dramatic practice. The Nannini/Gabbiani Lancia was fastest in the morning session after an all-out, kerb-bashing lap which was the only one in the 1 m 37 s bracket. Teammate Fabi and Heyer would join them on the front row in the 1 m 38 s, chased by Wollek/Johansson, Bell/Palmer and Fitzpatrick/Hobbs. Francia/Barilla and Schornstein/Merl were reasonably in touch, but there was then a three second gap to the Lassig/Plankenhorn/Regout 956 suffering from incurable understeer.

Fastest of the normally-aspirated cars was the big Chevrolet-Tiga which was happier with the extra 40 horsepower from the new engine cover, but the Cheetah was just behind. However, rather too many over-revs saw the car's 3.3 litre DFL explode, and a new one had to be fitted for the race. The URD also had to wait for a new engine until Sunday morning.

It was hazier than ever on race day, and there appeared to be more people heading off to church than to the circuit. In front of a disappointingly small crowd, the start was given with Nannini chasing Fabi for the first 23 laps before the order reversed until the first fuel stops. Behind them, first of all Bell and then Wollek attempted to keep the Lancias in sight, at the same time battling with the Barilla-driven Mirabella model which dropped back with a quick pit stop to clear an oil-covered windscreen.

Each car, to have a chance of winning, would have to complete 33 laps in between each refuelling stop, but when the Nannini-driven Lancia pitted on lap 29, something was clearly wrong. The other Lancia did only a few more laps, while the Marlboro 956 was also down one lap as was the Canon car. Only the J David Fitzpatrick/Hobbs 956 was close to doing the required number of laps.

However, it was Palmer in the Canon-sponsored 956 who livened up the second hour by leaving behind former F2 rival Gabbiani and closing on Heyer's leading Lancia. Palmer found the Italian car difficult to stay with, and he turned up the boost in order to do so. On lap 49 he overtook Heyer and led for three glorious laps, only to drop back behind the Lancia again.

In third place, Fitzpatrick and Hobbs were still on the same lap as the two leading cars but Gabbiani had dropped back in an effort to save fuel and was fourth ahead of Wollek/Johansson. The Mirabella Lancia had dropped out with broken gear linkage and the URD had been black-flagged for its new engine had only been fitted within minutes of the start, and the car had started from the pit lane which had been closed.

At the second refuelling stops, the various team managers had more idea of what sort of lap rate was now required. The Canon Porsche had done 31 laps on the first stint, and 32 on the second; the J David car had done 31 and 33, while Fiorio reckoned that

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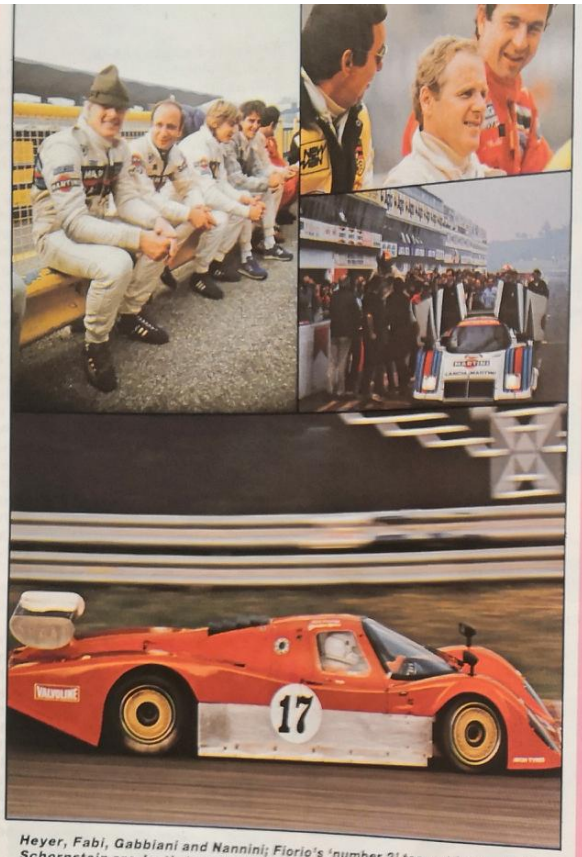
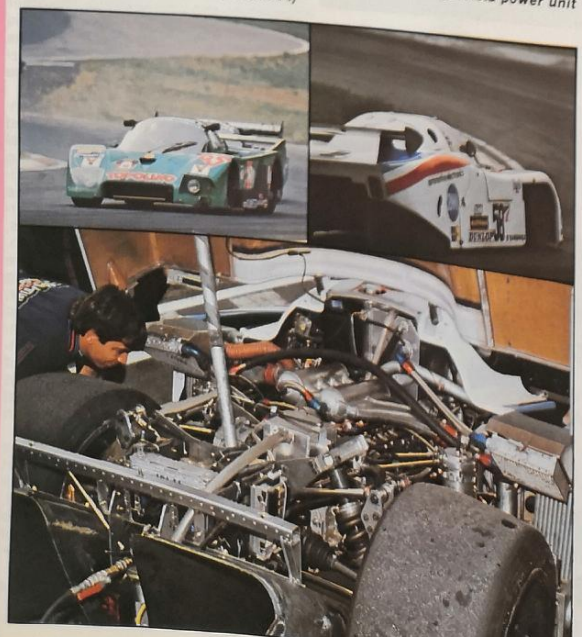


Heyer, Fabi, Gabbiani and Nannini; Fiorio's 'number 2' team at Imola; Merl and Schornstein are Jost's 'number 2' team; the Crang/Spice Chevrolet-Tiga, No 17, showed progress and reliability in finishing seventh; like its older sister, the latest Giannini-Alba, No 65, failed to finish in the hands of Ballabio/Dacco; Lancia LC1 No 58 finished 13th and last; perhaps it needs the winning Lancia power unit of the LC2. (photos: Compoint/DPPI)



The ToJ-based Sthemo from the Alsace region of France was having its second race after Le Mans, but like the two Albas, failed to finish in Group C Junior. (photo: Compoint/DPPI)

While the Rothmans drivers happily sported their affiliation to a tobacco company, the Marlboro drivers, and Jost's car and team, were more cautious in the face of Italy's tobacco laws and had covered up their Marlboro identification. (photo: Compoint/DPPI)

Fitzpatrick/Hobbs came in second, a lap behind the winning Lancia. But for the rain, their fuel economy might have given them first place. (photo: Compoint/DPPI)

his leading car was on schedule, but the second Lancia was far too thirsty. However, going up to half distance, it was this car that took second place back again from the Canon Porsche whose engine had been leaned off to save petrol and which Bell was driving prudently to try and complete more laps per fuel stop. Johansson lost around 20 seconds at the third fuel stop with a recalcitrant wheel nut which dropped the Marlboro car to fifth on the 100 lap mark, but three laps ahead of the New Man and Boss 956s which were evenly matched.

At the fourth stop, the Canon car lost a lap with a slow brake pad change which dropped it back to fifth, so close was the battle at the front. But by now, the race was being virtually dominated by Fabi/Heyer, leaving the three most competitive Porsches and the second works Lancia to battle for second place. Fitzpatrick/Hobbs thought that their prudence during the early stages would pay dividends, *"if it didn't rain."* But just after the fourth hour, it began to drizzle and got heavier and heavier. For a while the leaders continued, on slicks, hoping that it would ease up, but then all but the Nannini/Gabbiani car came in together to change tyres. They changed to wets and went out again, but ten minutes later, the second works Lancia also pitted, showing signs of front end damage. Those extra minutes on slicks contributed to the car losing second place to the J David 956 whose Goodyear tyres proved as competitive as they had been at Brands Hatch in the rain, even if the car's fuel advantage had been lost. The positions might have held to the end but for two incidents in the final hour, when the drizzle stopped and the track began to dry.

First of all, Palmer had a spin at the end of the start/finish straight when his rear wheels locked up: not enough brake bias on the front. The car hit the armco, a marshal and the tyre wall at Tosa. While the marshal suffered a broken arm (what was he doing the wrong side of the barrier anyway?), Palmer got the car back to the pits where damaged bodywork was replaced but he had to continue without a rear wing. However, he would have held on to fifth place but for the second works Lancia staggering into the pits with 12 laps to go. Its gearbox oil radiator had been punctured, and all the oil had run out, seizing the gearbox. There was some doubt as to whether it would run, and when it should try and cross the finishing line. Would the race now last its full distance of 198 laps or would the six hour mark be reached first? In the event, the flag came out at six hours, 191 laps. Fabi/Heyer had won, the other Lancia staggered out to cross the finishing line and claim fourth place. But as the light faded, two different orders were given, one at 189 laps and one at 191 laps. And then objections were made that the second Lancia hadn't taken the chequered flag on the track, only in the pit lane which some maintained was closed once the chequered flag had come out. In the end, the Lancia did lose its fourth place, but for a different reason: its last lap had taken more than the time allowed because it had been sitting in the pits. All the same, Lancia had also won: could they now pull off an Italian double?

Bob Constanduros

IMOLA 1000 KMS

Seventh round of the European Endurance Championship for Drivers.
Date: October 16, 1983
Race distance: 198 laps of 5.04 kms (3.132 mile) circuit, 997.920 kms (620.078 miles) shortened to six hours, 191 laps, 962.64 kms (598.156 miles)
Weather conditions: misty with hazy sunshine at first, rain in fourth hour
Attendance: approximately 5000 spectators

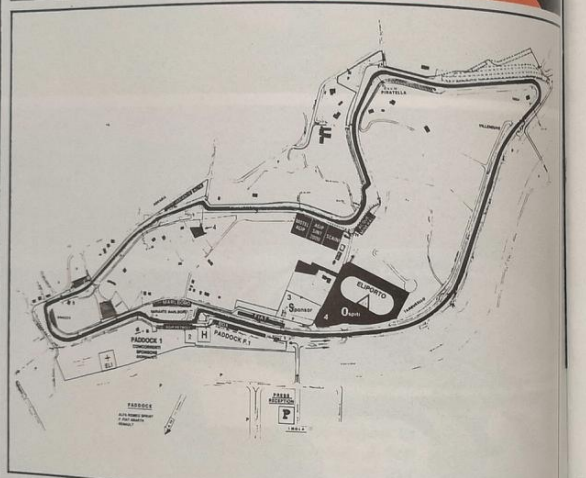
STARTING GRID

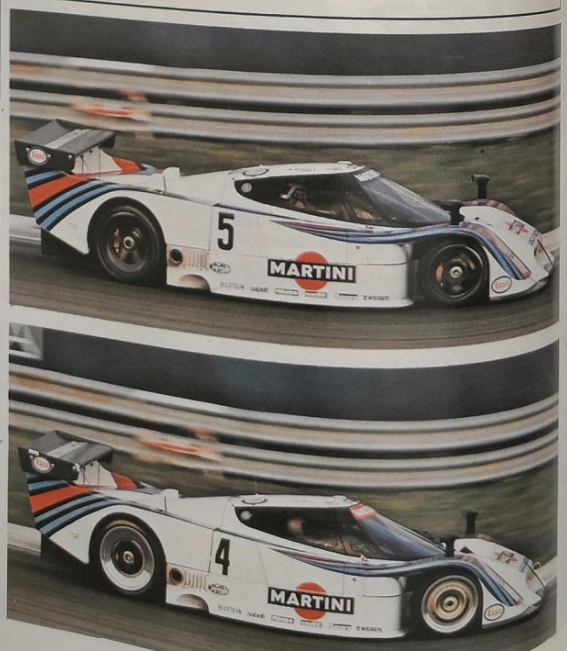
5. Lancia LC2 Nannini/Gabbiani 1m 37.55s	4. Lancia LC2 Fabi/Heyer 1m 38.36s
8. Porsche 956 Wollek/Johansson 1m 38.64s	14. Porsche 956 Bell/Palmer/Toivonen 1m 38.95s
11. Porsche 956 Fitzpatrick/Hobbs 1m 39.20s	6. Lancia LC2 Barilla/Francia 1m 40.73s
12. Porsche 956 Schornstein/Merl 1m 41.62s	18. Porsche 956 Lassig/Plankenhorn/Regout 1m 44.52s
17. Chevrolet-Tiga GC83 Crang/Spice 1m 47.78s	34. Ford DFL-Cheetah G603 Kessel/Ferrier/Biland 1m 48.94s
63. Giannini-Alba 002 Finotto/Facetti 1m 48.98s	57. Lancia LC1 "Gimax"/Larrauri 1m 49.71s
56. BMW-URD C82 Grohs/Fischaber/Amato 1m 50.91s	65. Giannini-Alba 002 Ballabio/Dacco 1m 52.11s
58. Lancia LC1 Tabaton/Cunico/ Giovanardi 1m 53.24s	64. BMW-Sthemo SM01 Striebig/Heuclin 1m 56.60s
89. BMW M1 Winther/Mercer 1m 58.43s	90. BMW M1 Doren/Gall/Jurgensen 1m 58.55s
59. Ford-de Tomaso/Autoelite Micangeli/Pietromar-chi/Gallo 2m 01.00s	92. Porsche 911 turbo Memminger/Kuhn-Weiss 2m 04.70s
93. Porsche 911 turbo* Smith/Moreno/Cavalieri 2m 05.07s	91. Porsche 930 turbo Doren/Mertes/Gall 2m 07.37s
98. Porsche 930 turbo Del The/Regusci 2m 08.77s	

* Did not start, piston rings

LAP LEADERS

Laps 1 to 23: Lancia LC2 (Fabi/Heyer)
Laps 24 to 28: Lancia LC2 (Nannini/Gabbiani)
Laps 29 to 48: Lancia LC2 (Fabi/Heyer)
Laps 49 to 52: Porsche 956 (Bell/Palmer)
Laps 53 to 97: Lancia LC2 (Fabi/Heyer)
Laps 98 to 99: Porsche 956 (Fitzpatrick/Hobbs)
Laps 100 to 191: Lancia LC2 (Fabi/Heyer)





RESULT

1.	Lancia LC2 (Fabi/Heyer), 191 laps, 962.64 kms (598.156 miles) in 6h 00'13"76, 160.249 kph (99.574 mph)		
2.	Porsche 956	Fitzpatrick/Hobbs	190 laps
3.	Porsche 956 Lancia LC2	Wollek/Johansson Gabbiani/Nannini	188 laps 185 laps/disqualified, final lap too long
4.	Porsche 956	Bell/Palmer	180 laps
5.	Porsche 956	Lassig/Plankenhorn/Regout	180 laps
6.	Porsche 956	Schornstein/Merl	179 laps
7.	Chevrolet-Tiga GC83	Crang/Spice	173 laps
8.	Lancia LC1	"Gimax"/Larrauri	165 laps
9.	Ford DFL-Cheetah G603	Kessel/Ferrier/Biland	159 laps
10.	BMW M1	Doren/Gall/Jurgensen	158 laps
11.	Porsche 911 turbo	Memminger/Kuhn-Weiss	154 laps
12.	Porsche 930 turbo	Del The/Regusci	149 laps
13.	Lancia LC1	Tabaton/Cunico/Giovanardi	147 laps
	BMW M1	Winther/Mercer	136 laps/retired, gearbox
	Porsche 930 turbo	Doren/Mertes/Gall	128 laps/retired, engine
	Giannini-Alba 002	Finotto/Facetti	70 laps/retired, electrics
	BMW-Sthemo SM01	Striebig/Heuclin	66 laps/retired, distributor
	Giannini-Alba 002	Ballabio/Dacco	55 laps/retired, engine
	Ford-de Tomaso/Autoelite	Micangeli/Pietromar-chi/Gallo	44 laps/retired, driveshaft
	Lancia LC2	Francia/Barilla	32 laps, abandon/retired, gearlinkage
	BMW-URD C 82	Grohs/Fischaber/Amato	4 laps/disqualified, starting infringement from pits

EUROPEAN ENDURANCE CHAMPIONSHIP (DRIVERS)

1. Ickx 85 pts; 2. Bell 78 pts; 3. Wollek 74 pts; 4. Fitzpatrick 72 pts; 5. Mass 70 pts; 6. Lässig and Plankenhorn 58 pts; 8. Johansson 56 pts; 9. Bellof 47 pts; 10. Heyer 46 pts; 11. Hobbs 44 pts; 12. Lammers 37 pts; 13. Boutsen 34 pts; 14. Schuppan 28 pts; 15. J. Palmer 27 pts; 16. Holbert, Regout and T. Fabi 24 pts; 19. Schickentanz 22 pts; 20. Warwick, Haywood, Grohs and Merl 20 pts; 24. Patrese 16 pts; 25. Schornstein 13 pts; 26. Rosberg, Stommelen, Mario Andretti, Michael Andretti, Alliot and Doren 12 pts; 32. Alboreto and Larrauri 11 pts; 34. Brun, Stuck, Barth and de Narvaez 10 pts; 38. Lloyd 9 pts; 39. A. Jones, M. Sigala, Edwards, Keegan and Gall 8 pts; 44. Hamelmann 7 pts; 45. Needell, Dron, Cleare, Ludwig, Utz, Haldi, Francia and Barilla 6 pts; 53. Finotto, Facetti and Jurgensen 5 pts; 56. Mallock, Salmon, Winther, Mercer, Braun, Memminger, Kuhn-Weiss, Steckkonigg, Wilson, Crang and Spice 4 pts; 67. de Villota, McKitterick, Wood, Truffo, R. Sigala, Martin, "Winter" and "Gimax" 3 pts; 75. Garcia, Naon, Montoya, Kessel, Ferrier and Biland 2 pts; 81. Henn, Ballot-Lena, Schlesser, Sotty, Cuynet and Bertapelle 1 pt

PREVIOUS WINNERS

1974: Henri Pescarolo/Gerard Larrousse (Matra 670C) 1000 kms
1976: Jacky Ickx/Jochen Mass (Porsche 936 turbo) 500 kms
1977: Vittorio Brambilla (Alfa Romeo SC33/12) 250 kms

Fastest lap: Nannini (Lancia LC2) on lap 20 in 1m 40.90s (179.821 kph, 111.735 mph)
Group C winner: Lancia LC2 (Fabi/Heyer)
Group C Junior: no finishers
Group B winner: BMW M1 (Doren/Gall/Jurgensen)

IMOLA 16. 10. 83 '83 EUROPEAN ENDURANCE CHAMPIONSHIP

THE OTHER SIDE OF THE FENCE

In America, earlier this year, Preston Henn forged himself a reputation for pulling off publicity-seeking stunts. Newsmen gobbled up his mid-race hiring of A. J. Foyt at Daytona; securing John Paul Jnr's services at Sebring was the talk of the paddock.

In Europe, Richard Lloyd seems to have taken a leaf out of Henn's book. As a former manager of English pop singer Cliff Richard, one would expect little else. Lloyd was originally going to share the Canon-sponsored Porsche 956 he bought at the beginning of the season with Jan Lammers and Jonathan Palmer. But he has had the good grace to admit that he's not of their calibre when it comes to driving, and has tended to resort towards organisation. In this role, he was in the right place when Keke Rosberg found himself without a drive at the Nurburgring. And at Imola, he had not one but two stars on his driving strength: the Rothmans-supported Derek Bell and Henri Toivonen, endurance and rally aces respectively.

It can be a brave move to recruit such stars. An entrant makes himself vulnerable. If the star appears slow, the first thing he's going to blame is the machinery, the team, the preparation. He's not going to admit that it is his fault that he's down on the grid. It's much easier, and often more credible, for him to attack a little private team because he's not being given the best of machinery, nor the way he wants it.

But works Porsche driver Derek Bell is much more likely to be helpful and constructive to a small team than critical and sour. He's that sort of person. But inevitably, he would make the comparison between the little Silverstone-based Canon team and the might of the works effort. Bell's initial reaction was that *"the whole car feels a lot heavier. The gearbox isn't good at all"* (Henri Toivonen also complained about it but it was improved).

The Canon team, perhaps a little timid this year in terms of development, had come up with their own ideas of how to win this race. They had produced a new smaller section front bodywork in an effort to give more downforce which was so successful that *"they're now briefly complaining of oversteer."* And there was bodywork either side of the gearbox in order [to] the aerodynamics around the back [...] For the race, the team would leave [...] plates. These are bodywork sec[tions] which partially seal off the engine de[...] ment; without them, the engine rec[eives] more cooling; with them fitted, the ae[ro]namics and ground effect are impro[ved]. John Fitzpatrick won Brands Hatch [...] full plates fitted but had to mount ad[di]nal fans to cool the engine.

Canon's plan seemed to work during [the] race. *"We'll be alright,"* said one [...] member, *"providing the engine doe[sn't] melt!"* But then came what Bell descr[ibed] as the first of three errors. *"The sc[ene] was coming out. I lost seconds a lap [...] eight laps because the thing was ban[ging] about. Then we had a big problem [with] ging brake pads. One pad wouldn't co[me] out, and another wouldn't go in. It's [the] first time that the team had used dri[ll] discs."*

The third mistake was Palmer's incide[nt] half an hour from the end of the race. *was just getting used to the drying trac[k]* explained the young doctor after the ra[ce]. *"gradually shortening my braking are[a] into corners when suddenly the rear e[nd] locked up and the car swopped ends. I h[ad] too much braking on the rear end, I shou[ld] have altered the bias during the previo[us] pit stop. The car just turned right into th[e] tyre barrier. I tried to slow it down on th[e] armco but it just went straight on into th[e] catch fencing. I got out and had a loo[k] there was a lot of screaming and yelling [...] and I realised that I could drive it back t[o] the pits."*

Once back in the pits, the team fell on th[e] wounded Porsche. The nose section an[d] a front wheel were quickly replaced, bu[t] the rear bodywork would be a differen[t] matter. Palmer had climbed out to survey the damage. In the back of the Canon garage, Toivonen was examining a two foot long piece of denim. Where did that come from? It had been embedded in a crack in the bodywork. Palmer had hit a marshal (surely on the wrong side of the armco) who had suffered a badly broken arm. But for the moment, the team were in a quandary. Jurgen Barth provided the answer: *"you can still finish fifth,"* he explained. *"Get back in the car,"* yelled the normally quiet Lloyd to Palmer. The doctor obeyed.

The rear wing was taken off, and Jonathan completed the final laps with around 700 pounds of downforce on the super new nose section, and about seven pounds on the wingless rear. *"That's the difference between a private team and the works,"* explained Derek afterwards. *"They don't have rear bodywork sections at $12,000 a time lying around. They're good guys, they work well, but they don't have either the material resources such as a vast quantity of spares and development parts, nor the experience of years of racing to sort out the car. It's all based on hope rather than judgement."* But he was sufficiently impressed to be back with them again the next weekend in an effort to win the championship.

Bob Constanduros

THE WINNING STREAK

"Last weekend we won the World Rally championship, this weekend we've won our first endurance race of the year; we're obviously making progress." Cesare Fiorio probably has as much responsibility as any team manager in motor sport. His responsibilities extend from rallying to racing, and include overseeing a vast investment by Lancia in motor sport. But winning and success are part of Cesare Fiorio's life. He's been World Offshore powerboat champion three times and European champion on six occasions; his son is Italy's Junior downhill ski champion, and his daughter is carving herself a successful singing career. With children and hobbies like those, the man's professional life is demanding. It has to be a success.

But as we've chronicled in these pages many times, Lancia's endurance campaign has this year been slow to pick up. There were tyre problems, engine troubles and of course, Porsche. But at Imola, the team oozed new confidence. It might have helped that there were no works Porsches present, for some cynics suggested that Lancia's confidence might have cracked if a Rothmans Porsche had suddenly appeared in the pit lane.

Fiorio's second string driving team — the number one team members were in Kyalami for the South African Grand Prix — knew, however, that this was going to be a different weekend to Lancia's previous efforts. *"We've changed the suspension,"* said Fiorio. *"It's now more angled towards suiting Dunlop's cross-ply tyres, rather than the Pirelli radials we were meant to be using this year."*

Teo Fabi, brighter and more talkative than in the past, found the car much improved. There had been doubts as to whether he would be allowed to drive at Imola, there were rumours — which he described as *"just paper"* — that FISA had taken away his licence for competing in CART's Indy-car championship which is not affiliated to FISA. But that hadn't been the case. and Teo had been on hand to evaluate Lancia's changes. *"It's easier to drive now,"* he confirmed. *"It's lighter and consistently neutral which means that it's easier to go fast. We came testing here in June but with the improvements, we're four seconds a lap faster now."*

For his teammate Hans Heyer, it was a return to the Lancia fold after a number of races in various Porsche teams. But Hans remains a Lancia man. He used to drive a Beta Monte Carlo turbo in the German championship, and often steps in to replace the team's Grand Prix drivers who don't like racing at Le Mans. Even his own personal motor home is painted in Martini's colours. He, too, saw how the team had improved : *"There's a lot to do when you make a new car, and Lancia have built a new car every year for the past three years with which to race in endurance events. You can't just make a new car and new engine in a year."*

Lancias looked dominant throughout practice, and the same applied to the early stages of the race. And none of their competitors begrudged them their front row grid positions, and even a rapid if thirsty pace during the opening stages. But there were grumbles that *"they'll never be able to keep up that pace for long"* from those being more prudent with their fuel loads. And indeed, the second car of Beppe Gabbiani and Alessandro Nannini had to back right off. *"I don't know why, but we're using much more petrol in the second car than we were during practice when it used as much as the first."* said a puzzled Fiorio. That car, however, was delayed at the end anyway, and eventually disqualified for taking too long to complete the last lap.

But Heyer and Fabi brought Lancia their day of glory and as Heyer underlined. *"it's good for Lancia and good for the championship."* Might this win also have been important for the team's future as well ? Fiorio grinned : *"maybe. Yes."* And what about a confrontation with the works Porsche team ? Fiorio wasn't to be drawn : *"I don't see why the result should be any different. The car that was second behind us here today was the winner at Brands Hatch, and the car that was third today beat the works cars at Monza..."*

Bob Constanduros

IT LOOKED TOUGH...

Rivals together, but also team mates, it was Derek Bell who won the race and Jacky Ickx who took the endurance drivers' world championship at Kyalami. (photo: Asset)

"Now I have to start answering your bloody questions!" A fleeting smile lights up the face, taking anything that might have been offensive out of the remark. Sitting behind the Kyalami garages on a low cement wall, still in his sweaty Rothmans race gear, Jacky Ickx is enjoying taking the rise out of himself.
After two hours of a close-fought race the caprices of an unexpected storm could have robbed him of a title which was already his in all but name.

by Didier Braillon

There was never really any doubt this year that the world champion driver would come from the ranks of the works Rothmans-Porsche team. Their superior cars put them out of reach of the outwardly identical opposition and other rivals like Lancia, but each Rothmans man was free to drive as he wished. In the final analysis, it was Belgium's Jacky Ickx who pulled it off. (photo: Asset)

A few hundred yards away, scattered around the ageing grandstands, the track had already been starting to get damp as the crowd enjoyed the exploits of Derek Bell and Stefan Bellof in their Rothmans-Porsche 956, which had been put on pole position two days beforehand by the infant prodigy from Germany. It was still only 3.20 pm, but whirling overhead this fantastic summer storm transformed the tarmac instantly into watery pools full of treacherous unknowns. It seemed to have no more effect on their triumphal march towards victory than causing them to slow imperceptibly. The Rothmans Porsche 956 of Jacky Ickx and Jochen Mass, however, emerged physically bruised from the confrontation with the elements. It was lying in sixth place, and Derek Bell was now ahead on points.

"I had taken over the car only six laps earlier," Jacky explains, *"and the storm hit completely without warning. Within a few seconds the surface of the track was transformed into a series of small lakes. By the time I got to Sunset Bend, the quick right-hander, Harald Gröhs, Chico Serra and David Hobbs had already gone off. The marshals were waving the yellow flags like mad and I was momentarily taken by surprise. There was so little grip that all four wheels started sliding and the car was way off line. I just sat there dumbly, unable to do anything except watch my own accident happening around me. By playing with the wheel a bit, and with a helluva lot of good luck, I managed to stay away from the guardrail and catch fences. The engine stalled and it was ages before I managed to get it restarted. When I managed to drive out of all that sticky mud the Porsche seemed to be completely undamaged. In fact I think I must have had a flat tyre, because I went off again only a few hundred yards down the road. In the Esses there was a*

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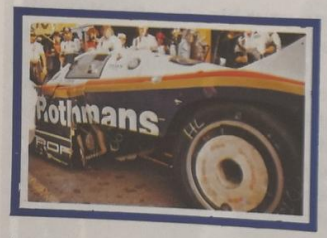
real lake, and I was thrown towards the edge of the road. The kerb there is a sort of cement ridge which must have caught the bottom of the tub and torn a great strip of it out of the car. When I got back to the pits the mechanics could only stand there and examine the damage.

"All the bodywork around the left side turbo had been ripped off: the turbo had even been knocked out of line. It took four laps to make sure that the car was still safe to drive and to put rain tyres on. As luck would have it, the left side door wasn't closed properly, which was a big handicap because I had to drive like a madman just to keep the car on the road. With all that bodywork gone at the back, the thing was oversteering like a bastard and getting worse every lap. When Jochen Mass handed over to me for the first time he said that it was understeering slightly, but he soon forgot about that when his turn came to drive again!"

As always, Jacky was able to look back on the incident coolly, even at the discomfiture which it plainly caused him. I was reminded of the conversation which we had the previous afternoon by the pool at the Kyalami Ranch, before we were forced to dash for our bungalows by the regular afternoon rain storm. Jacky had been saying how often it is that one starts running into problems you've not had before at the very moment when some goal that



had seemed easy to achieve is within your grasp.

"I'm 11 points ahead of Derek Bell in the world championship and it's something that I really want to win. If Derek wins the race I only need to finish in 4th place or better to keep the title, but he has no intention of handing it to me on a plate. Whatever has happened in the race on Saturday, I'm still not counting on achieving the championship, and I know that the part to be played by Jochen Mass, my team mate, could be decisive. He's sharing the car with me because Porsche asked him to be my regular team mate at the beginning of the season, so he doesn't have any chance now of winning the championship himself, but he could still be 2nd if we manage to beat Derek Bell. The trouble is that once the race has started the two of us have different objectives. I could try to back off, but then I suppose there's only one thing he wants to do, and that's to go as fast as possible.

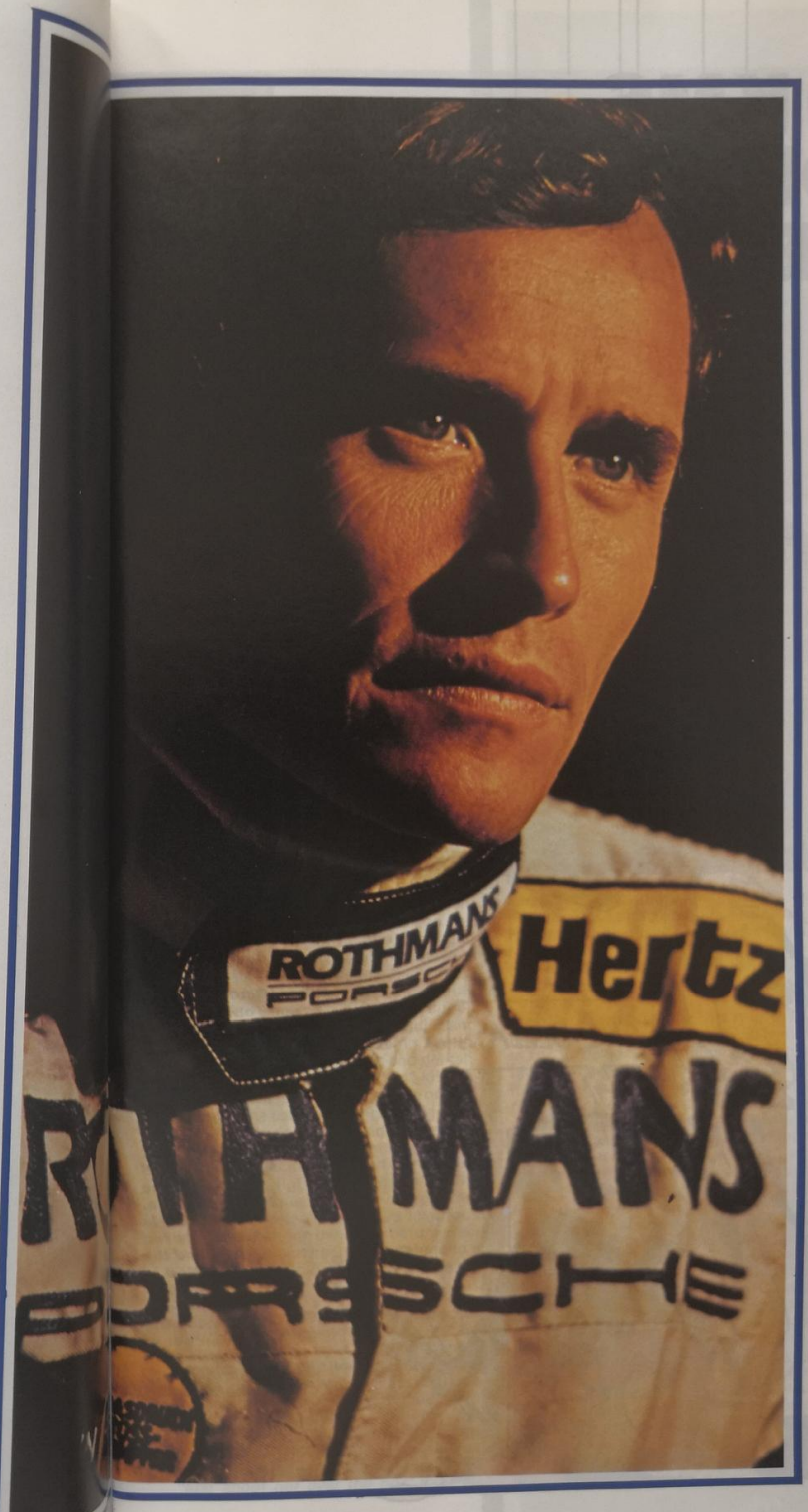
"So now I have to put up with a grilling from you," had said Jacky after his incident. His mood was strangely reminiscent of schoolchildren who are convinced that they're about to flunk their exams. Indeed, things seemed to be ganging up on throughout race day, for when he handed the car back to Mass at a regular fuel stop (the second), there was a problem with the non-return valve sticking and preventing the fuel from being taken on board as fast as it should have been. Worse, however, was to come.

When Jacky took over again from Jochen, Peter Falk and Norbert Singer instructed the mechanics to "put on more wing" in order to give the drivers more downforce at the back and to improve the grip. This was a complete disaster and Jacky had to return to the pits after only two laps in order have the settings reversed in a desperate measure. *"I'd only driven it a few hundred yards when I felt the car bucking wildly, which accelerated the disintegration of the rear end. Bits of metal from the monocoque were being torn off the underside throughout my stint, to such an extent that the rear underbody had started to go. The central tunnel is now almost completely gone. In fact the only remaining downforce is being produced on the right hand side and the left rear shock absorber isn't working at all. The jury-rig looks as though it'll last out the race, but the car isn't capable of lapping any faster than 1m 21s or 1m 23s per lap. We could probably get down to 1m 20s if we take risks and sacrifice the car, but that's still unbelievably slow."*

It was now two hours since Jacky had confided his worries to me. Jochen Mass completed his final stint at the wheel of a car which was still getting more and more difficult to drive. The constant bouncing and suspension problems had caused the bodywork around the right rear wheel to start tearing away now and the fibreglass was beginning to look like a wreck. The valiant Rothmans-Porsche plugged on grittily. Both drivers could only hope that they would be able to nurse it all the way to the finish, concentrating extra-hard on rescuing it from the unpredictable slides which it was performing around the circuit.

By dint of managing to overtake the second JFR 956 in the hands of its local drivers, and by the problems of others including time lost in the pits by the sister Holbert/Schuppan car and the fuel pump problems of Ghinzani/Heyer/Pianta, Ickx and Mass managed to fight their way up to 3rd place. Although many laps behind the leading Bell/Bellof car, only the Lancia of Patrese and Nannini kept the race order from being a Rothmans 1-2. Better still, their immediate pursuers, Schornstein and "Winter" — despite the help of Bob Wollek — were unable to provide any challenge in the second Jöst 956. As he vanished into the relative chaos of the Rothmans pit to start his last stint, Jacky said with a smiling grimace (or was it a grimacing smile?): *"it's going to be tight, but I think we're going to pull it off..."*

The sky over Kyalami was lit up by a magnificent sunset, and very soon afterwards night settled on the track. There was a memorable scene after the finish as Bell, Bellof, Patrese, Nannini, Ickx and Mass had the grandstands in stitches of mirth as they fooled around on the podium, deflating the tension like a balloon. After Nelson Piquet in F1 and Hannu Mikkola in rallying, motorsport had just found its third world champion of the year. He looked haggard, and the happiness he felt was far from evident on his face. Almost six hours of nervous tension were winding down, six nightmarish hours for both men as they threaded their way past



The Kyalami 1000 Kms was a character-building race for Superstar Jacky Ickx. By the time the storm was over his car was in a pitiful state, as our photo (left) shows. The 956 had started shedding bits of chassis and bodywork, and it continued to do so for the remaining four and a half hours of the race. It was a real nail biter!

the ever-present mobile chicanes around the track. The difficulty of sitting helpless while Mass was out there, with Jacky's title in his control, was also reflected in the pretty face of Catherine Ickx, Jacky's wife, who scarcely dared to show her delight now that it was over.

"To be world champion for the second consecutive year is a great thing to have under your belt, but for the time being I still feel a bit disappointed, because we weren't able to go flat out. This was the worst race of the season for me, and I would have been much happier if we'd been able to give Derek and Stefan a race for their money."

There was very little in common between "Nelson's day" on October 15, when joy spread unconfined through the paddock, and this Saturday of the 1000 kms. Did Jacky perhaps feel that there was something slightly artificial about the WEC title?

"From the personal point of view I think there's no difference at all, because we've had to fight every inch of the way this year. Derek and I were both pretty keen to get this title, and the factory didn't show any favouritism one way or the other. Porsche was like Pontius Pilate: they washed their hands of the whole business — and I would have been most upset if they'd done any differently.

"As far as the importance of the WEC title is concerned, of course sports car racing is never going to carry the same sort of publicity as the Grands Prix. Formula 1 is pushed along by a sort of technical, publicity and industrial fervour. We don't get involved with anything like that."

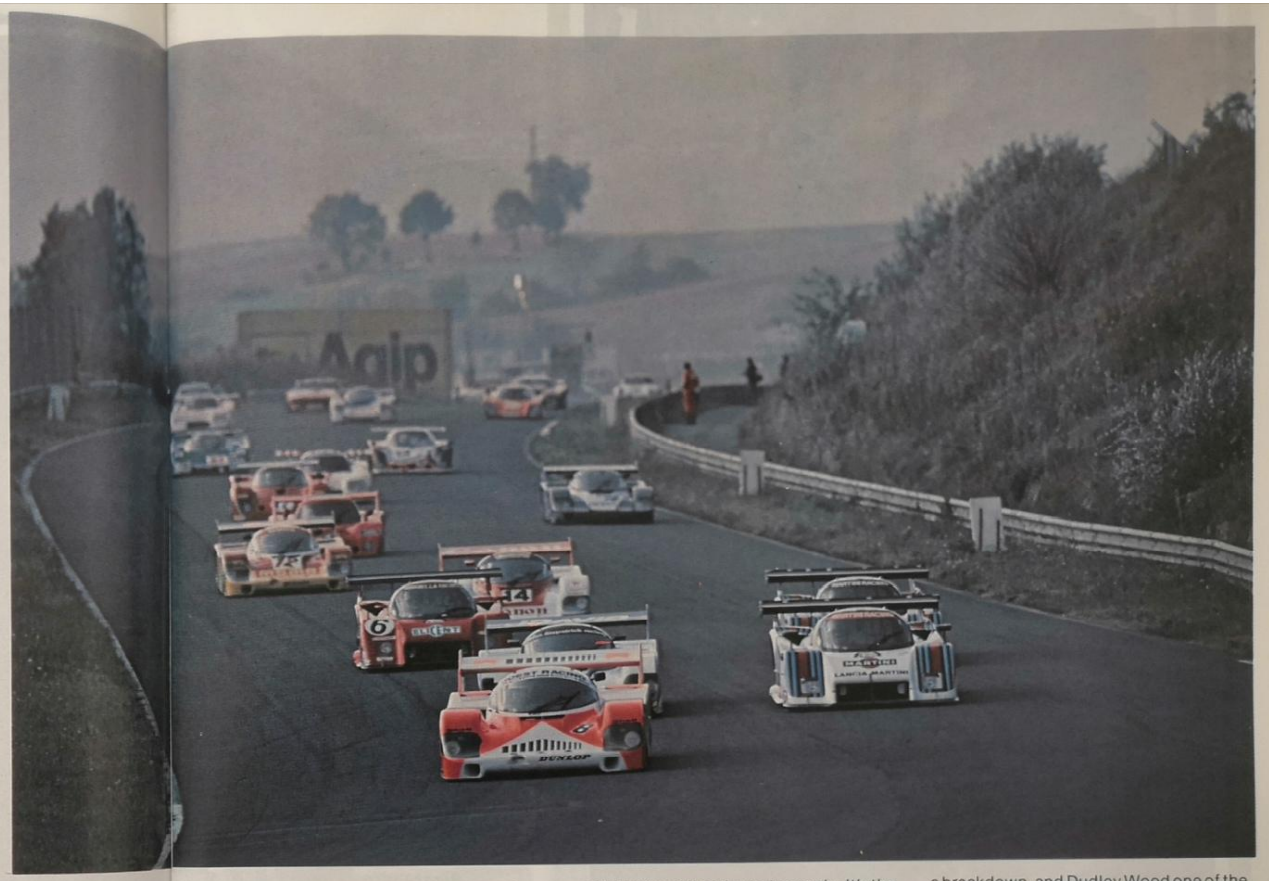
What's a world championship worth to a driver? If you'd asked the same question of Nelson Piquet in October he would have replied: *"a lot of pleasure, but nothing much as far as changing my personal life is concerned."* For Jacky Ickx it's very much the same.

"I'd already won the title last year, and it didn't make me any better-known, and unfortunately people now seem to expect me to be winning constantly. Back at home in Belgium the only time I get into the headlines these days is when I get beaten. I'm not fed up with racing or blasé about it, but it's a fact you have to face. I just don't bother about it. For Derek, of course, winning the title would have put a different complexion on things: he's been racing now for 20 years and it would have been a nice way to round out his career. I'm sure he's been dreaming about it for a long time now and I know it's been in his mind here in South Africa. I'm disappointed for him."

If things were allowed to take their normal course, Jacky could spend the rest of the winter in a long round of press conferences and cocktail parties. But he won't be doing that, because on January 1 he will be at the start for the Paris-Dakar Rally at the wheel of a 4WD Rothmans-Porsche: *"As soon as I get back to Europe I have to throw myself into the project. I got Porsche involved in the whole project and we've still got a huge amount of the organisation to get sorted out together..."*

Laid out in his sleeping bag in the desert in the middle of the night, Walkman filling his brain with classical music, Jacky Ickx, Superstar, will be under the spangled canopy that means so much to him. □

1000 KMS OF MUGELLO



The Porsche 956 of Wollek/ Johansson leads that of Fitzpatrick/ Boutsen/Hobbs on the inside, while the Lancias of Patrese/Nannini and Ghinzani/Heyer go for the outside: the first corner at Mugello. Behind them come Francia/Barilla, in Scuderia Mirabella's red Lancia and the 956 of Palmer/Bell/ Toivonen leading the similar car of Schornstein/ Merl/Moretti. (photo: Asset)

It's a drive of only 60 kilometers from Imola to Mugello, so it was no surprise to find a virtually unchanged entry to that of Imola's the previous weekend. Most teams had simply made the trip over the Appennines during the week to what is a very different circuit to that of Imola. Mugello's popular and ubiquitous race director Remo Cattini runs one of the most scenic and demanding circuits in Europe. Its 5.245 kilometers (3.259 miles) winds either side of a valley down the centre of which runs the pit straight. But while the standard of safety and the state of the circuit is certainly high enough, the facilities are somewhat basic in spite of Cattini's efforts to improve the place. Consequently, most competitors preferred to remain in Imola's luxurious garages preparing their cars before erecting awnings and canopies in Mugello's admittedly spacious paddock towards the end of the week.

In spite of the "double-header" aspect of the Imola and Mugello races, there were changes to the entry. Alba, for instance, preferred to prepare their latest car ready for the trip to South Africa for the 1000 kms in December, and only one of those cars was present at Mugello. And now that Cesare Fiorio's star drivers had returned from Kyalami, his driving strength was somewhat different. Riccardo Patrese had *"just about got over the post-Kyalami celebrations,"* and was teamed with the popular Alessandro Nannini, while Hans Heyer, having won the previous weekend, found himself in the second string Lancia with Piercarlo Ghinzani. Derek Bell fixed himself up another ride in the Canon Porsche which Henri Toivonen would drive this weekend, while Thierry Boutsen joined John Fitzpatrick and David Hobbs in the J. David 956. Originally, Fitz had hoped to have Derek Warwick driving with him again, but the English driver apparently wanted to stay close to his telephone, awaiting Formula 1 developments... It was the fourth Porsche team that Boutsen had driven for in 1983. Giampiero Moretti brought Momo wheels sponsorship (it's his company anyway) to the formerly New Man Porsche 956 owned by Dieter Schornstein and run by Reinhold Jost. Making the long trip from Le Mans for the singleton race was Yves Courage with his Cougar which Aldo Bertuzzi, back-of-grid F2 driver and Gianni Giudici would share with him and joining the ranks of the Group B men was enthusiastic Swede Kenneth Leim who remained faithful to Porsche with a 930 which he was to share with F2 driver Tomas Kaiser. Ian Dawson's Porsche-engined GRID was originally due to be brought from England, but it wasn't ready, so the DFL-engined version was sent. However, only the engine arrived, delivered by Heini Mader from Switzerland. The car was delayed by a breakdown, and Dudley Wood one of the intended drivers, eventually fixed up a ride in a Group B Porsche.

So without one of the Group B Porsches from the previous weekend, there were 24 cars due to take part in this final round of the European Endurance Championship. And no one objected to the superb weather that greeted them in the hills above Florence when unofficial practice got under way on Friday afternoon. It hadn't rained for nearly two months, and it was still "shorts and T-shirt" weather, while Northern Europe began to feel the effects of the oncoming winter. But under the warm sun, Hans Heyer had the first of two accidents in his Martini - sponsored Lancia in what was to be a trying weekend for the team.

The next day, it was Ghinzani's turn to damage the front end of the car, but in very different conditions. Overnight, the weather had changed completely. A cold wind from the north brought driving rain from dark clouds scudding across the sky. And it was on a wet track that official practice began on Saturday morning. Towards the end of the session, after Ghinzani's Lancia had been wheeled away, the track began to dry, and the longer a driver stayed out on the track, the better was his lap. So it was Boutsen who right at the end set the quickest lap on what was the best set of Goodyear qualifiers in the Fitzpatrick team's possession. Then came the

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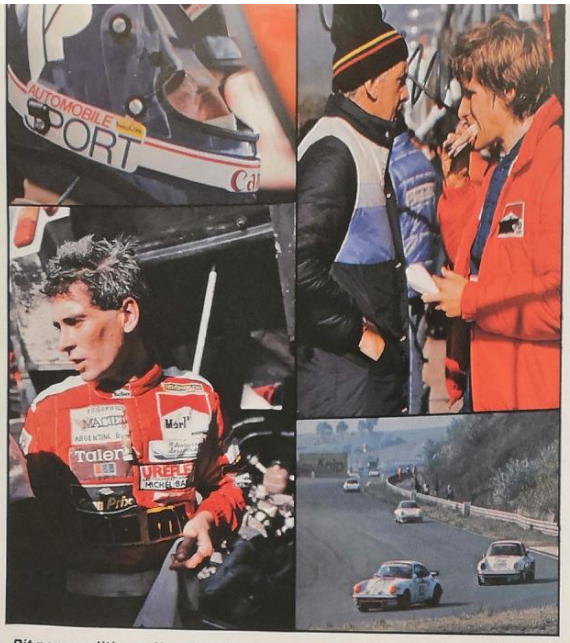
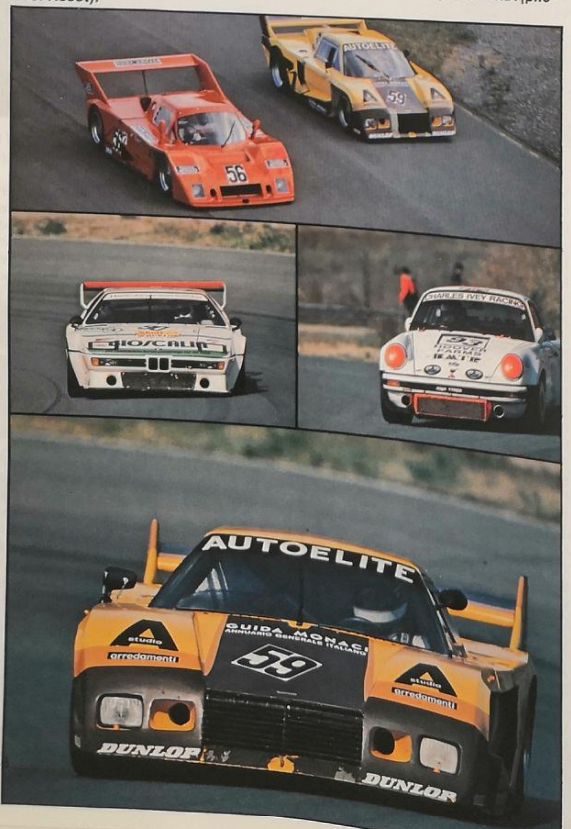


Pit personalities at Mugello: above left, Jonathan Palmer, pole position winner in the Canon-sponsored Porsche; above right, John Fitzpatrick and Thierry Boutsen; below, Argentine Oscar Larrauri. And some of the lesser known cars: best of the all-white Group B Porsches at Mugello was the Charles Ivey-run model N° 93, one place behind the second-placed Group B BMW M1 of Jurgensen/Gall/Doren and the extraordinary Ford-De Tomaso N° 59 seen with the unlucky BMW-URD. (photos: Asset).



Stefan Johansson in the Jost-run 956 in which he drove a sensible, trouble-free race , erasing the memory of the Spa faux-pas. Teammate Bob Wollek won the European Endurance title thanks to their joint effort. (photo: Asset)

He arrived at Mugello fresh from his win in a Brabham-BMW BT52 in the South African Grand Prix. Teamed with Alessandro Nannini, Riccardo Patrese took second place at Mugello in a Lancia LC2. (photo: Asset)

Denmark's Jens Winther, is one of Group B's regular winners. After gearbox trouble at Imola, he, David Mercer and Lars Viggo Jensen snatched victory from Hans-Christian Jurgensen's similar BMW M1 with just ten minutes to go. (photo: Asset)

Marlboro Porsche and the Mirabella Lancia. Nearly five seconds slower was the Canon 956 from the other two Lancias and the URD, which, because of the changing conditions, was already 17 seconds slower than pole position man Boutsen!

It would have made for a very strange grid if the weather had worsened during the afternoon, but as it was, it improved and was dry for the second session that afternoon, allowing everyone to improve. This time it was Palmer who set a tremendous 1m 41.74s on his qualifiers at the end of the session, 1.3s quicker than fellow front row men Wollek/Johansson. But Palmer's first pole position for the Canon team had been at some expense: its three laps at high boost had blown the top off the oil breather tank, but more importantly, it had blown a piston. Both Marlboro and Fitzpatrick Porsches were held up in traffic when on qualifiers, hence their slightly slower times, while Lancia had trouble with new Dunlop tyres: *"we can't get the ideal balance with the cars,"* explained competitions director Cesare Fiorio, *"and the Ghinzani/Heyer car has spent more time off the track than on it, so we haven't been able to sort that one out satisfactorily."*

Quickest of the "normally aspirated" class was the Chevrolet-powered Tiga of Neil Crang and Gordon Spice fitted with a more powerful (by 25 bhp) and lighter (by 30 kilos) engine. *"We're not nearly as far behind the turbos as we were at Imola,"* explained Crang. The other normally aspirated C cars were in trouble: the URD was crashed by Grohs but was repaired, the Cougar had a fuel pump problem, and the Cheetah's clutch broke just before second practice, so the drivers only did the one session.

Next morning, the weather improved again, and although it was still cold, it was at least sunny, despite the hills to the north being shrouded in cloud. The cars were lined up on the grid, and just after ten in the morning, they were released from their rolling start.

On pole position, Palmer already knew that he would have problems staying with the others. His replacement engine was less powerful than his rivals' and within two hundred yards, he was swallowed by the 956s and Lancias which started behind.

Instead, it was Wollek who rapidly pulled away from the rest. He left Boutsen to deal with the three Lancias which he did admirably. Patrese dropped back to battle with Francia, even having a half spin in an effort to stop the private Lancia from overtaking on the lap before they came in to refuel. The three Lancias were the first to stop, then Boutsen. Wollek came in a lap later and Palmer was the last to stop.

Wollek's stop was particularly long, and all the advantage he'd built up during the first hour was wasted, allowing Fitzpatrick, having taken over from Boutsen to take the lead when Palmer pitted for fuel. But Fitzpatrick found his car oversteering, and steadily Johansson, who had taken over from Wollek, reeled in the leading J. David 956. Just before the 90 minute mark, Stefan overtook Fitzpatrick, and from then on, there was no looking back for the Wollek/Johansson duo. They continued to pull away and the problems encountered by their rivals made victory more and more certain.

On its 152nd lap of the race, a bolt fell out of the suspension of the Giannini-Alba and the car turned sharp left into the barriers at full speed on pit straight. Thankfully, Carlo Facetti was unhurt; Giorgio Francia is seen in the cockpit of his red Lancia, while Henri Toivonen and his father Pauli follow the race with interest; the Cougar N° 13, and a conversation between Paul Smith and Margie Smith-Haas: such is the diversity in the pits of a Group C race, while there are always the supers-tars: Riccardo Patrese, South African GP winner a week earlier.(photos: Asset)

Second: Alessandro Nannini. Riccardo Patrese. First: Bob Wollek/Stefan Johansson. Third: Derek Bell/Henri Toivonen. Jonathan Palmer: the Mugello rostrum was full of variety and also well-being: Bob had lots to smile about, he'd won the championship. (photo: Asset)

After 60 laps, however, Marlboro and Fitzpatrick Porsches led the three Lancias, all of whom were on the same lap. Two laps behind came the Boss and Momo 956s, but the Canon version was already in trouble. Bell had experienced bad vibration which he'd had before in a Porsche, and which had been caused by part of the underside of the car coming away and catching the wind. Once it was taped up, it was better, but by then the 956 had slipped behind both the Lancia LC1 of "Gimax" and the lone Alba. Further back, the Cheetah led the normally aspirated class, and Jurgensen's M1 had a lap lead in Group B. The URD's engine had gone within two laps, the Sthemo had run out of petrol and the Tiga was delayed first of all with a misfire, and then later a driveshaft needed replacing. Later still, Plankenhorn tangled with Spice at a fast righthander, leaving the Tiga embedded in sand while the Boss 956 continued.

With the Marlboro 956 solidly in the lead, there were dramas at the third pit stops which changed the positions behind. The Fitzpatrick 956 was leaking grease from a driveshaft. A longish examination pushed Wollek's lead up from 27 seconds to 1m 44s and for a few laps, the Fitzpatrick 956 dropped to third place behind Nannini/Patrese. But then David Hobbs cut the lead from 1m 44s to 1m 20s. However, the team knew it couldn't last. At the fourth stop, the 956 came into the pits to have the driveshaft and right rear upright replaced: the entire bearing had been damaged, and the team dropped right back with a stop that cost ten laps. The Canon Porsche had an unscheduled stop too, when Toivonen experienced the same vibrations that had stopped Bell earlier, but this time a new tyre cured the problem. So after four hours, the Lancias were banked up behind the leading Marlboro 956: Patrese/Nannini in second, Ghinzani/Heyer third, and Francia/Barilla fourth. But in the fifth hour, the Lancia men suffered two blows. First of all Ghinzani stopped out on the circuit with steam billowing from his engine, and only 25 minutes later, the differential in Francia's Lancia broke as he drew out of the pits. Both Lancias were out. This elevated the recovered Canon 956 to third place in front of the Boss and Momo Porsches. The question in the final hour was what could the Fitzpatrick Porsche do about those two slower 956s ? Clearly it was quicker and the Momo car had a body damaging puncture, but it was only with about ten minutes to go that the J. David car swept past the Boss machine to snatch fourth place by 15 seconds.

Another drama in that final hour was when Facetti's eighth-placed Giannini-Alba had a bolt fall out of the suspension, and the little green machine suddenly turned sharp left into the barrier just after the pits at high speed. The car ended up in the middle of the track, but it was a testament to Giorgio Stirano's design and construction that Facetti was unhurt and the car was wheeled off the circuit. Behind the well-driven Lancia of 'Gimax'/Larrauri, the first non-turbo car was the Cheetah which had been delayed with a broken accelerator cable, but after it took the chequered flag, the car lost a wheel, much to Kessel's disgust. And in Group B, the Jurgensen M1's lead was steadily cut by Jens Winther's Castrol-sponsored version, so that with just ten minutes to go, the two cars were side by down pit straight. The Danish car of Winther eventually claimed the class by a mere 5.3 seconds when the race was declared over at the six hour mark, four laps early.

But the day belonged to Wollek/Johansson. They'd beaten the works Lancias with a near faultless drive, and Wollek had won the European championship. Only the World series had still to be decided. Could the privateers do anything about the works Porsches at Kyalami? They now had two more races' experience under their belts...

Bob Constanduros

MUGELLO 1000 KMS

Eighth round of the European Endurance Championship for Drivers.
Date: October 23, 1983
Race distance: 191 laps of 5.245 kms (3.259 mile) circuit. 1001.795 kms (622.485 miles) shortened to six hours. 187 laps. 980.815 kms (609.449 miles).
Weather conditions: wet during first session, dry in second, sunny but cold for race
Attendance: approximately 5000 spectators

STARTING GRID

8. Porsche 956
Wollek/Johansson
1m 43.07s

4. Lancia LC/2
Patrese/Nannini
1m 45.04s

5. Lancia LC/2
Ghinzani/Heyer
1m 46.45s

18. Porsche 956
Lassig/Plankenhorn/Regout
1m 53.75s

57. Lancia LC/1
"Gimax"/Larrauri
1m 54.76s

56. URD-BMW C-82
Gröhs/Maurizio Micangeli
1m 58.25s

64. BMW-Sthemo SM01
Striebig/Heuclin
2m 05.67s

13. Ford DFL-Cougar C01
Courage/Bertuzzi/Giudici
2m 06.39s

59. Ford-De Tomaso/Autoelite
Pietromarchi/Gallo/"Spiffero"
2m 09.88s

93. Porsche 911
Smith/Ovey/Smith-Haas
2m 12.40s

92. Porsche 930
Memminger/Kuhn-Weiss
2m 14.42s

91. Porsche 930
Mertes/Gall/Wood
2m 18.24s

14. Porsche 956
Palmer/Bell/Toivonen
1m 41.74s

11. Porsche 956
Fitzpatrick/Hobbs/Boutsen
1m 44.11s

6. Lancia LC/2
Francia/Barilla
1m 45.65s

12. Porsche 956
Schornstein/Merl/Moretti
1m 47.97s

17. Chevrolet-Tiga GC803
Crang/Spice
1m 54.63s

63. Giannini-Alba 002
Finotto/Facetti/Dacco
1m 55.97s

58. Lancia LC/1
Caliceti/Govoni
2m 04.89s

89. BMW M1
Winther/Mercer/Jensen
2m 06.03s

34. Ford DFL-Cheetah G603
Kessel/Ferrier
2m 08.40s

90. BMW M1
Jurgensen/Gall/Doren
2m 10.33s

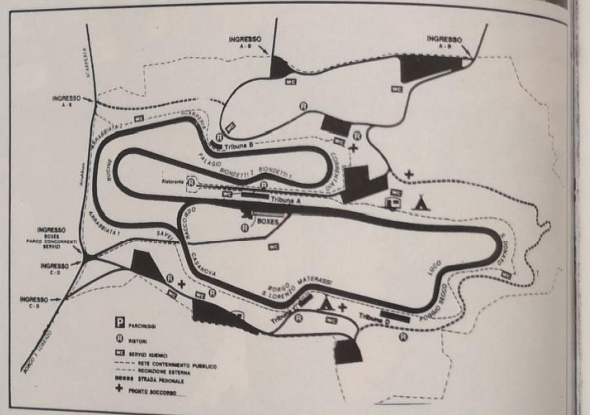
99. Porsche 930
Leim/Kaiser
2m 13.83s

96. Porsche 930
Lateste/Bienvault/Touroul
2m 14.69s

PREVIOUS WINNERS

1974: Gerard Larrousse (Alpine Renault) 50 laps*
1975: Jean-Pierre Jabouille/Gerard Larrousse (Alpine Renault A442 turbo) 150 laps +
1976: Jacky Ickx/Jochen Mass (Porsche 935)
1977: Rolf Stommelen/Manfred Schurti (Porsche 935)
1978: John Fitzpatrick/Toine Hezemans/Hans Heyer (Porsche 935)
1979: John Fitzpatrick/Manfred Schurti/Bob Wollek (Porsche 935)
1980: Riccardo Patrese/Eddie Cheever (Lancia Beta Monte Carlo)
1981: Lella Lombardi/Giorgio Francia (Osella-BMW PA9)
1982: Michele Alboreto/Piercarlo Ghinzani (Lancia LC/1) 1000 kms

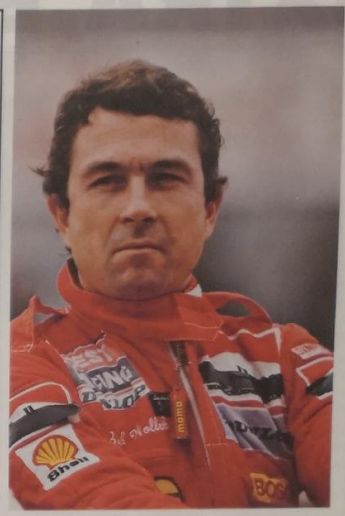
* European Two Litre Sports Car championship round. + Non championship, otherwise all races World Endurance Championship over 6 hours unless otherwise stated.



RESULT

1. Porsche 956 (Wollek/Johansson). 187 laps. 980.815 kms (609.449 miles) in 6 hrs 00m 00.35s. 163.470 kph. 101.575 mph.

2. Lancia LC/2	Patrese/Nannini	184 laps
3. Porsche 956	Palmer/Bell/Toivonen	180 laps
4. Porsche 956	Fitzpatrick/Hobbs/Boutsen	179 laps
5. Porsche 956	Lassig/Plankenhorn/Regout	179 laps
6. Porsche 956	Schornstein/Merl/Moretti	177 laps
7. Lancia LC1	"Gimax"/Larrauri	169 laps
8. Ford DFL-Cheetah G603	Kessel/Ferrier	165 laps
9. Lancia LC/1	Caliceti/Govoni	165 laps
10. Ford DFL-Cougar C01	Courage/Bertuzzi/Giudici	157 laps
11. BMW M1	Winther/Mercer/Jensen	156 laps
12. BMW M1	Jurgensen/Gall/Doren	156 laps
Giannini-Alba 002	Finotto/Facetti/Dacco	152 laps/retired. suspension/accident
13. Porsche 911T	Smith/Ovey/Smith-Haas	151 laps
14. Ford-De Tomaso/Autoelite	Pietromarchi/Gallo/"Spiffero"	151 laps
15. Porsche 930	Memminger/Kuhn-Weiss	147 laps
Lancia LC/2	Francia/Barilla	145 laps/retired. differential
16. Porsche 930	Leim/Kaiser	142 laps
17. Porsche 930	Lateste/Bienvault	140 laps
Lancia LC/2	Ghinzani/Heyer	130 laps/retired. engine
Porsche 930	Doren/Mertes/Wood	114 laps/retired. fan belt
Chevrolet-Tiga GC83	Crang/Spice	61 laps/retired. off road
BMW-Sthemo SM01	Striebig/Heuclin	19 laps/retired. out of petrol
BMW-URD C-82	Grohs/Maurizio Micangeli	2 laps/retired. engine



FINAL POSITIONS IN THE EUROPEAN ENDURANCE CHAMPIONSHIP (DRIVERS)

1. Wollek 94 pts; 2. Bell 90 pts; 3. Ickx 85 pts; 4. Fitzpatrick 82 pts; 5. Mass 70 pts; 6. Lassig, Plankenhorn and Johansson 66 pts; 9. Hobbs 54 pts; 10. Bellof 47 pts; 11. Heyer 46 pts; 12. Boutsen 44 pts; 13. J. Palmer 39 pts; 14. Lammers 37 pts; 15. Regout 32 pts; 16. Patrese 31 pts; 17. Schuppan 28 pts; 18. Merl 26 pts; 19. Holbert and Fabi 24 pts; 21. Schickentanz 22 pts; 22. Warwick, Haywood and Gröhs 20 pts; 25. Schornstein 19 pts; 26. Larrauri and Nannini 15 pts; 28. Rosberg, Stommelen, Mario Andretti, Michael Andretti, Alliot, Dören and Toivonen 12 pts; 35. Alboreto 11 pts; 36. Brun, Stuck, Barth and de Narvaez 10 pts; 40. Lloyd 9 pts; 41. A. Jones, M. Sigala, Edwards, Keegan and Gall 8 pts; 46. Hamelmann and "Gimax" 7 pts; 48. Needell, Dron, Cleare, Ludwig, Utz, Haldi, Francia, Barilla and Moretti 6 pts; 57. Finotto, Facetti, Jurgensen, Kessel and Ferrier 5 pts; 62. Mallock, Salmon, Steckkonigg, Wilson, Crang and Spice 4 pts; 68. de Villota, McKitterick, Wood, Truffo, R. Sigala, Martin and "Winter" 3 pts; 75. Garcia, Naon, Montoya, Biland, Calliceti and Govoni 2 pts; 81. Henn, Ballot-Lena, Schlesser, Sotty, Cuynet, Bertapelle, Courage, Bertuzzi and Giudici 1 pt.

LAP LEADERS

Laps 1 to 33: Porsche 956 (Wollek)
Lap 34: Porsche 956 (Palmer)
Laps 35 to 47: Porsche 956 (Boutsen/Fitzpatrick)
Laps 48 to 187: Porsche 956 (Wollek/Johansson)

Fastest lap: Hobbs (Porsche 956) 1m 47.72s (175.290 kph. 108.919 mph)
Group C winner: Porsche 956 (Wollek/Johansson)
Group C Junior: no finishers
Group B winner: BMW M1 (Winther/Mercer/Jensen)

MUGELLO 23.10.83
'83 EUROPEAN ENDURANCE CHAMPIONSHIP

EXTRA, EXTRA

FINALE

It was a gamble, but one worth taking. For while Jacky Ickx was apparently more interested in his winter activities in the Sahara desert (testing for the forthcoming Paris-Dakar), there was a championship which could be pinched from under his nose. After finishing second at Brands Hatch, the Belgian reigning World Endurance champion had a 15 point lead in the series over his own teammate, Jochen Mass. Two points behind came Derek Bell, and then Bob Wollek. John Fitzpatrick, too, had a chance of winning the series. There were two races to go in the European series, at Imola and Mugello. It was unlikely that the works Porsches would go. This one could be won by a privateer.

But while his Porsche teammates preferred their testing in the desert sand, Derek Bell decided that at least he could attempt to win the championship. First of all, he fixed up a deal with John Fitzpatrick to drive the second J. David 956, but when that car was crashed at Fuji, Derek had to go shopping elsewhere. He found a ride, for one weekend with the Canon team, but he would still have Bob Wollek as a rival. And after the eventful Imola race, both drivers still has a good chance of beating Ickx, who remained in the lead of the series. Wollek's third place reaped him 12 useful points, even though *"it was probably the worst race of the season. We lost a lot of time in the pits with handling problems: oversteer and understeer all weekend. And we had very slow pit stops. Normally the Reinhold Jost team is good at the them, but not at Imola."*

As for Bell, an eventual fourth place — once the Gabbiani/Nannini Lancia had been disqualified — brought ten valuable points. Derek's only problem was: which car could he drive at Mugello? He had nothing fixed up. But once again the Canon team came to his aid mid week at Jan Lammers's expense, for the little Dutchman was originally on the driving strength for the second Italian race.

Starting from pole position weighed the balance heavily in favour of the Englishman — on paper. But that pole position had been expensive. The 956's engine had already done 22 hours and the effort of winning pole position with three laps at high boost was too much for it: a piston blew. The first replacement engine didn't run cleanly, so late on Saturday night, the Canon mechanics fitted an engine loaned by Porsche. But its compression ratio was only 7.5:1 as against the 8.0:1 used by the Canon team's rivals. On Sunday morning, Bell watched from the pit lane as Palmer's less powerful engine was engulfed by Lancias and Porsches within yards of the rolling start.

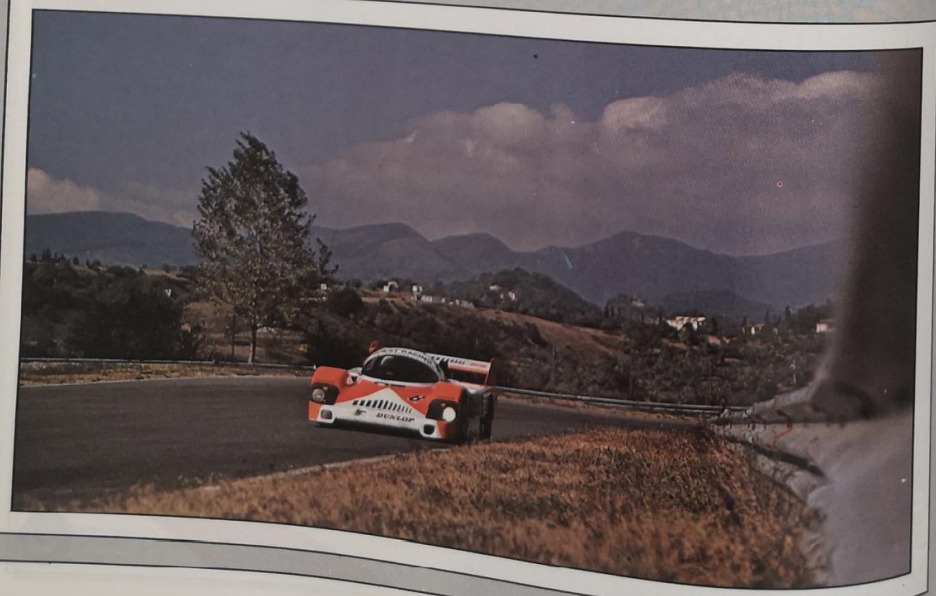
Instead, it was Wollek's Marlboro Porsche — still fitted with the engine used at Imola — which leaped into the lead, and proceeded to draw away. It dominated the first hour, but the Jost team took 2m 07s to refuel it at the first stop as opposed to the Fitzpatrick team's 1m 40s. *"I don't know why,"* said a smiling Wollek after the race. *"We tested our fuel system before the race and it always took 1m 45s to 1m 50s to put in 90 to 95 litres. We didn't make any changes; it just took that much longer."* So the Fitzpatrick 956 came out of the pits in the lead, with Johansson in hot pursuit. It took the Swede just half an hour to catch Fitz's oversteering Porsche, and at the ninety minute mark, the dayglo red and white car was back in the lead again. From there on, Wollek, Johansson, Jost and team manager Domingos Piedade never looked back. *"No problems at all,"* said Wollek, *"only that pit stop."*

After six hours, the Marlboro 956 took the chequered flag, and Bob was European champion. Was this his finest hour? "No," he said firmly. Then with a gleam in his eye, *"that was when I was driving with Ayjay* (a reference to an unhappy partnership with A. J. Foyt at Daytona earlier this year). *I learned everything from Ayjay."* But in a serious vein, Bob continued, *"I think our best race of the year was at Monza. In neither race did we have a problem, but I think Monza was the better race."*

And what about the championship? How much did it mean to him? Elsewhere in the paddock, Derek Bell presented the unhappy face of the defeated. Surely Bob was happy to have won. *"It's not going to change my life exactly. I've been World Champion — in the World University skiing championships — and German champion, so European champion is nice. It's good for the team, the mechanics and the sponsor, and I hope it means that we'll carry on next year with the same team and sponsor.*

"Yes, it's always better to come first rather than second," continued the Frenchman with a wry smile, *"but then I always take life as it comes. Even so, I wouldn't be nearly so happy if I'd finished second or third — especially behind Mr Ickx!"*

Bob Constanduros



HENRI THE THIRD

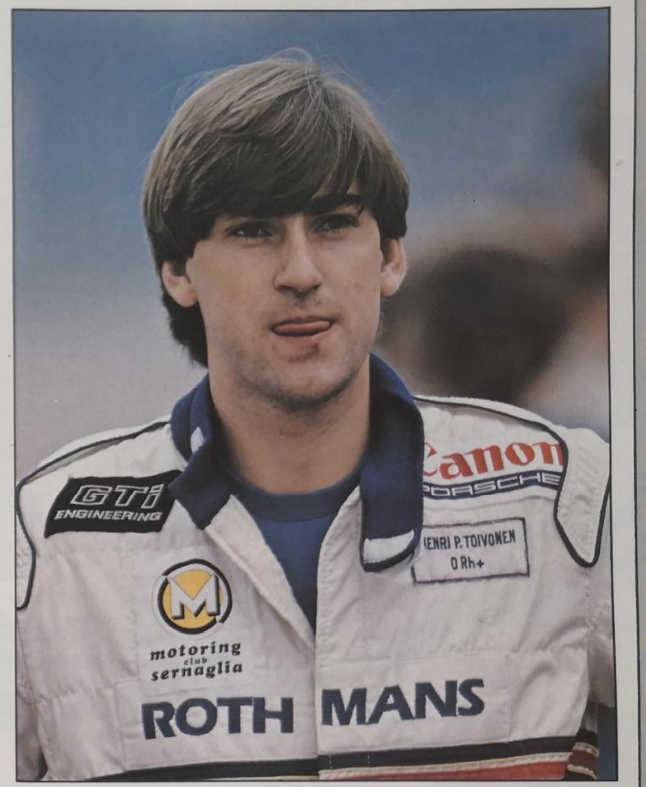
It wasn't the first time that a World Championship rally contender had taken part in a World Endurance championship event, but Henri Toivonen's endurance racing debut at Mugello and his subsequent programme is surely one of the most important and substantial. The Rothmans Opel rally star certainly didn't disgrace himself in Richard Lloyd's GTi Engineering-run Porsche 956, and at the end of the day, Toivonen plus regular Group C drivers Jonathan Palmer and Derek Bell finished a lucky but happy third.

In the past, Cesare Fiorio has persuaded many of his Lancia rally drivers to take part in long distance events. Walter Rohrl, as well as driving a Lancia Beta Monte Carlo at Vallelunga in a long distance race with Markku Alen, won the Silverstone 6 hours in a Porsche 935 in 1981. But few rallymen have taken the initiative shown by Henri Toivonen to further any actual desire to race and hire a Formula 3 car as Henri has done on three occasions. Rare is the rally driver who has ever done well in a single-seater. One has to go back to Vic Elford and Gerard Larrousse to find a world class race/rally driver, particularly one who has raced in Formula 1.

But Elford and Larrousse specialised in long distance events, and gained considerable success. And it's in their footsteps that Henri would like to follow, for not only did he enjoy his first endurance race and was successful, but it is also seen as an important part of his career.

At 26, Henri is one of the World Rally Championship's younger contenders, and therefore one who has the opportunity to become more diversified. *"It's a development of his rally programme,"* explained Rothmans motorsport co-ordinator and former World Rally Champion Dave Richards. *"Rallying is becoming more and more technical in terms of driving style. It's no longer the 'big push on the right foot and aim for the gap in the trees' that is used to be. It's more precise in terms of speed and style. And rallying is becoming faster and turbocharging is becoming more common. All those elements are to be found in Group C so overall, it's a good grounding for rallying."*

It was for these reasons that Henri found himself in Richard Lloyd's Porsche 956 at Imola, and a week later at Mugello. The first event was simply a test, when he would bed in brake pads, and get used to driving the car. The second event would mark his endurance racing debut. At Imola, Toivonen was frank. *"It's very different. I'm having a lot of problems with the gearbox* (as were the other drivers until it was cured), *and making at least one wrong downshift per lap. I feel that I need someone sitting beside me to help me. That's why I'm not racing here, because I think it would be dangerous for me to race immediately. I want to get into the rhythm of it and when I'm happy with that, then I'll race."* The team's time-keeper, Peter Stephens, revealed that Toivonen's best was a 1m 45s, not so far off Palmer's best practice lap of 1m 38.95s on qualifiers.



He watched the team in action during the race, and afterwards went home to his house in Oxfordshire, plus a quick flying visit to Finland before returning to Italy with his father Pauli for 'the real thing'. This time he was part of the team, a factor in Derek Bell's championship hopes of which he was very conscious. He did just the one stint during the race — as planned — but that was 32 laps of what most people admit to be a demanding circuit. *"It was harder than I thought — physically — especially as each of us three drivers is of a different build. The seat can't be comfortable for everyone, and I found myself hanging on to the steering wheel to stop myself being thrown about. But it was a fantastic experience and I wasn't nearly as scared and worried as I thought I would be. What is nice is that you know where you're placed all the time. You can gauge your speed on other cars unlike rallying. And teamwork is so important as well. But I was much more competitive than in F3, and I think that this type of racing suits my driving style more. I enjoyed this more than F3 — an F3 race is so short as well. But the endurance aspect means that the team must work together and be clever in its tactics. It isn't simply the fastest drivers who are important — and that's just as well for me, because it's my first race!"*

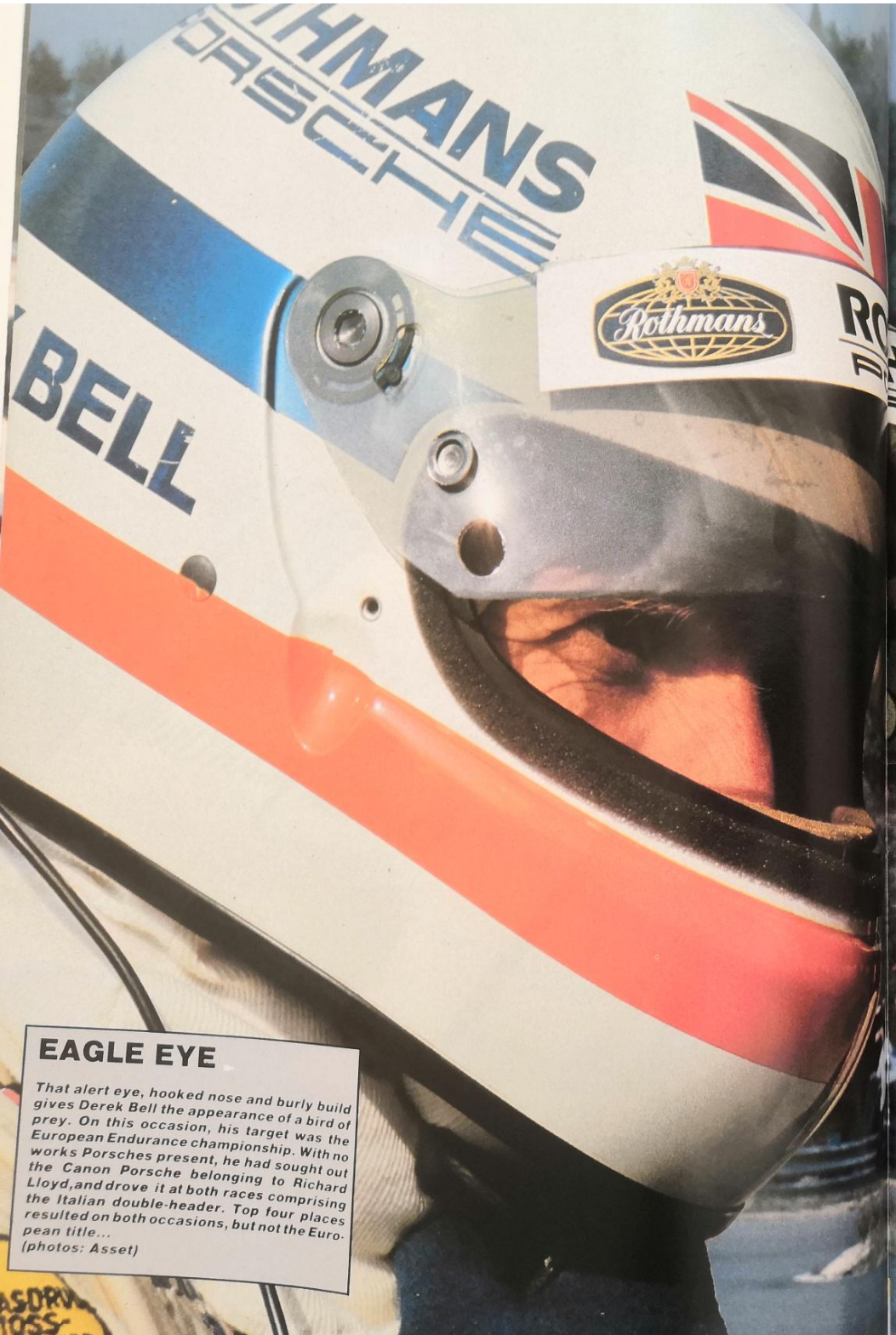
Richard Lloyd was impressed with his new recruit. *"He was fantastic, very professional and he certainly didn't cause us any problems. His average times during the race were only about a second and a half slower than Jonathan's."*

After the race, Henri left immediately — to test a Ferrari, but a rally version. However, waiting for Lloyd, back at the team's hotel, was a note addressed to 'Mr Richard LIIIIIIoyd' in Henri's best 'Finglish.' It thanked the team and all its members for their help over the weekend and with it came a couple of bottles of Italian champagne. The toast that night was 'Cheers Henri.' There are some teams in racing which could do with more drivers like that!

Bob Constanduros

AFTERNOON DELIGHT

The final practice session for the Imola 1000 kms took place in that extraordinary late afternoon autumnal light which is a photographer's delight. Our man caught Hans Heyer on his way to a front row grid position in his Martini Lancia LC2; it was he who took the chequered flag 24 hours later.
(photo: Compoint/DPPI)

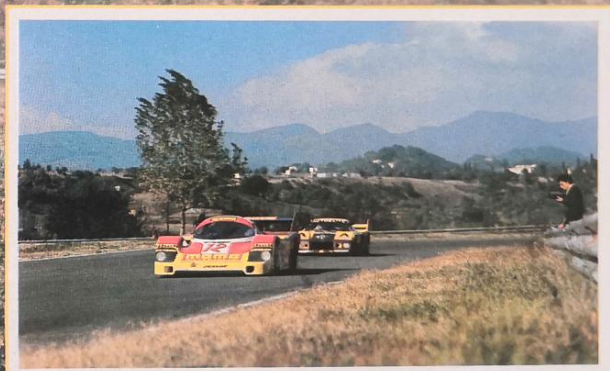


EAGLE EYE

That alert eye, hooked nose and burly build gives Derek Bell the appearance of a bird of prey. On this occasion, his target was the European Endurance championship. With no works Porsches present, he had sought out the Canon Porsche belonging to Richard Lloyd, and drove it at both races comprising the Italian double-header. Top four places resulted on both occasions, but not the European title...
(photos: Asset)

IN A SPIN

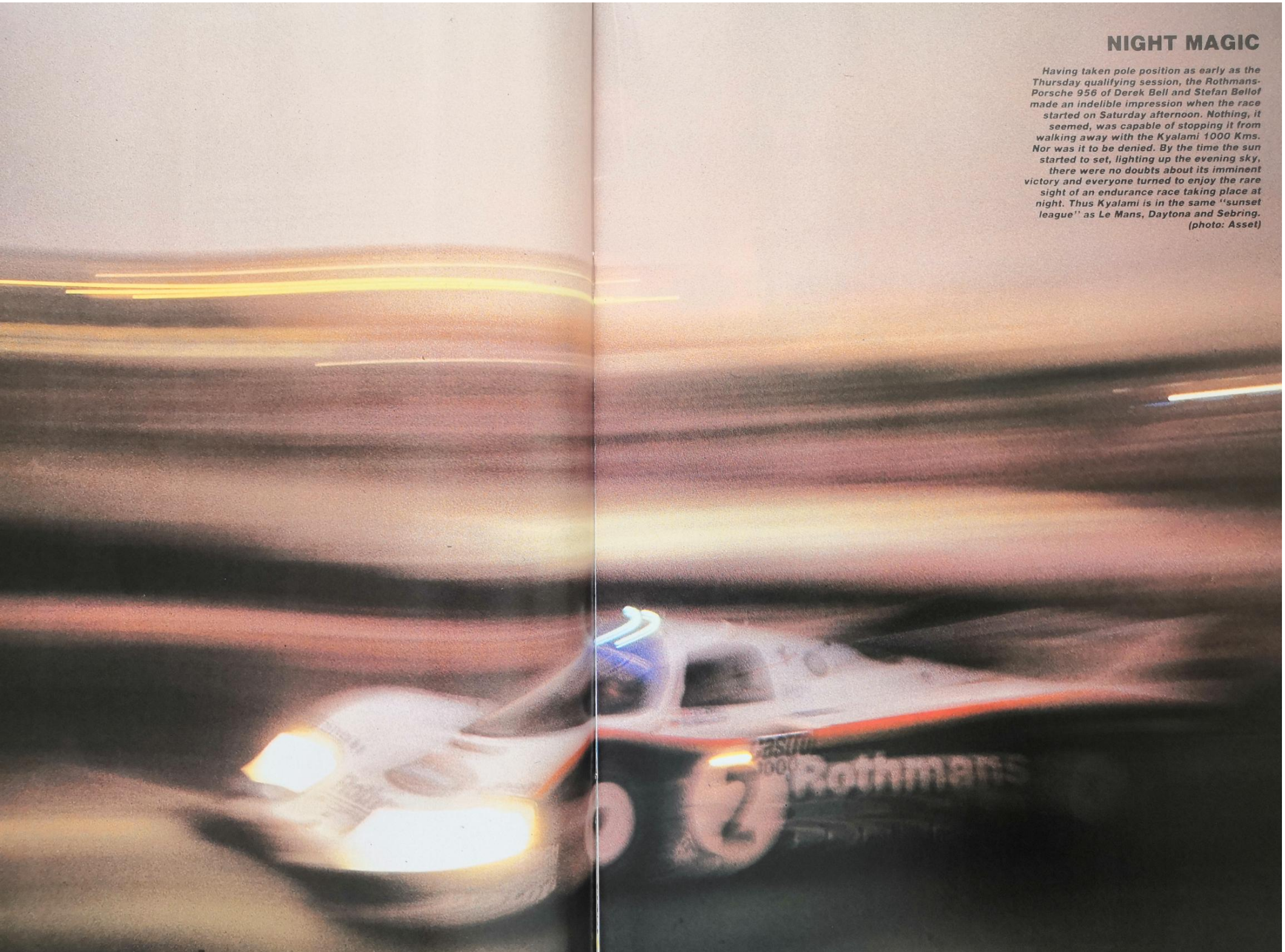
It was their final lap before the refuelling stops. Giorgio Francia came down on the inside of Riccardo Patrese at the first corner. Patrese tried to keep his works Lancia abreast of the red Mirabella version, protecting factory honour. But the works car went into a half spin on the dust on the outside of the track. Francia missed the gyrating car, while Loris Kessel in the Cheetah kept one eye on the antics in his mirrors.
(photo: Asset)



GREENS AND BROWNS

Mugello is one of the world's most scenic circuits at the best of times. The Appennines provide a backdrop, the hills of Tuscany overlook the winding strip of tarmac on either side of the little valley in which the circuit is situated. In autumn the hills are turning brown, the leaves are falling, green fields have b een scorched yellow by the summer sun. It's a changing of the seasons: soon nature will be allowed its grip on the countryside as racing moves to sunnier climes.
(photos: Asset)

Our indefatigable lensman never lets an opportunity pass him by, which is why his name appears underneath so many great photos. When, after one of the untimed practice sessions at Kyalami, an opportunity came for him to step into Jan Lammers' Porsche 956, well, Bernie couldn't turn it down... It wasn't a comfortable ride, but this shot shows that it was worth it. *(photos: Asset)*



NIGHT MAGIC

Having taken pole position as early as the Thursday qualifying session, the Rothmans-Porsche 956 of Derek Bell and Stefan Bellof made an indelible impression when the race started on Saturday afternoon. Nothing, it seemed, was capable of stopping it from walking away with the Kyalami 1000 Kms. Nor was it to be denied. By the time the sun started to set, lighting up the evening sky, there were no doubts about its imminent victory and everyone turned to enjoy the rare sight of an endurance race taking place at night. Thus Kyalami is in the same "sunset league" as Le Mans, Daytona and Sebring. (photo: Asset)

THROUGH THE LOOKING GLASS

The storm was dying away as the sun chased it over the horizon. Rays of light broke through the rapidly thinning cloud, bathing Kyalami in a magical spectrum of colours which were gone almost as soon as they had appeared. Quick-witted as always, our photographer diverted his attention from the Richard Lloyd Porsche which he had been preparing to photograph and concentrated instead on capturing the uncanny colours of a South African summer evening, which suggest that this is some kind of artistic Wonderland.
(photo: Asset)

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ARROWS
MUGELLO
Italia
PRIST
elf
Marlboro
PIRELLI
MOTOR SPORT
Agip
Rothmans

Zurini

STUDY IN WHITE AND BLUE OF THE BRAZILIAN WORLD CHAM PION

(NELSON PIQUET AT DETROIT)

Levent/DPPI

LIGHT AND COLOUR ON A DAY MADE CONCRETE

(CORRADO FABI AT HOCKENHEIM)

SLIPPERY AS AN ICE RINK, OBSCURED BY CLOUDS OF SPRAY

(DEREK WARWICK/PATRICK TAMBAY AT DETROIT)

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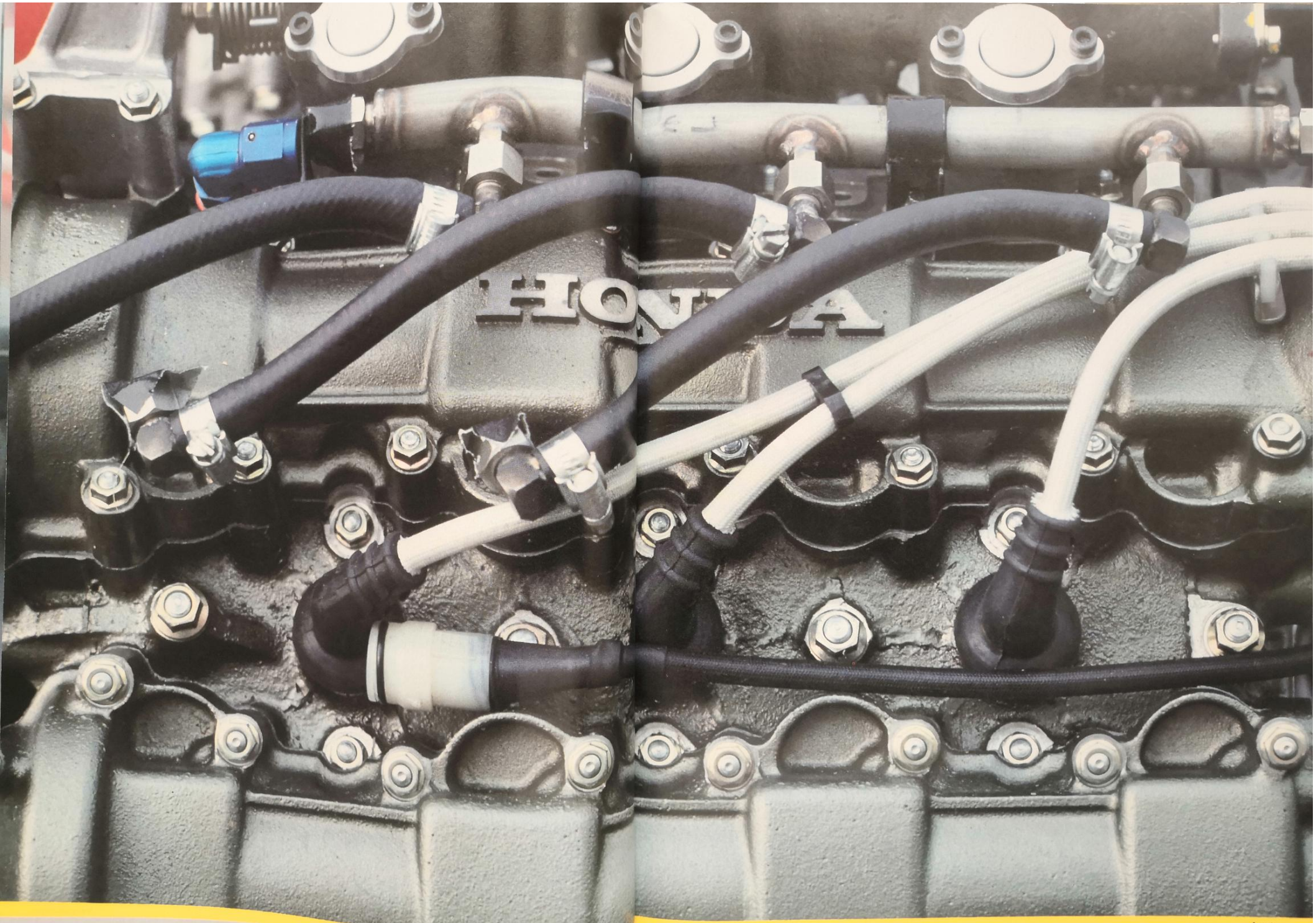
Vargiolu/DPPI

88 **BLURRED COLOURS GO GREY AT AN OVERCAST, NORMALLY COLOURFUL CIRCUIT (NIKI LAUDA AT MONACO)**



INDUSTRIAL ART APPLIED AT THE HIGH

ICAL COMPETITION

(HONDA'S B7LE ENGINE)

Asset

 LIGHT AND DARK, THE EVOLUTION OF THE CALM BEFORE THE STORM

(PATRICK TAMBAY AT SPA)

Vargiolu DPPI

A THOROUGHBRED, GUIDED BY A BLUE-GLOVED HAND ON A CIRCLE OF LEATHER

(DEREK WARWICK AT MONACO)

Foulon/DPPI

AN ARROW OF STEEL AND CARBON

(EDDIE CHEEVER AT BRANDS HATCH)

photo : Bernard Asset

THE REBELS WHO WON THROUGH

Ultimately, the world championship is a matter of team work. No matter how determined the driver, nor brilliant the designer, or wealthy the sponsor, it is the men in the garage whose abilities will ensure that car and driver finish the race and win the points. This year there has been the added excitement of mid-race refuelling pit stops, placing even greater emphasis on the dexterity of the mechanics. It seemed only right, therefore, to talk to the men from the team whose driver won the world championship, and who were responsible for what is regarded as the fastest pit stop of the year. We discovered what we had expected to find: that the Brabham team is a bunch of rebels, from top to bottom...

by Mike Doodson

Chris

fire extinguisher:

Chris Robson (England), 29, truck driver and tyre specialist.

Bruce

air gun (for in-built jack):

Bruce McIntosh (England), 40, linguist and mechanic since school.

Pete & Sal

lr wheel:

Peter McKenzie (New Zealand), 33, former printing engineer
Salvatore Incadella (France), 33, mechanic since school.

Eddie

rf wheel:

Eddie Baker England), 25, former accessory salesman.

Rolando (Rolie) Vincini (Anglo/Italian), 26, former mechanic on Ferrari road cars.

Rolie & Neil

rr wheel:

Neil Harvey (New Zealand), 30, former garage mechanic (masked).

Bill & Rupert

fuel "in" and "out":

Bill Wotherspoon (England), 25, truck driver and sparesman.
Rupert Manwaring (England), 27, former university student.

Harvey

lf wheel:

Harvey Spencer (Australia), 27, mechanic since school.

Charlie

lf wheel:

Charlie Whiting (England), 31, former engineering student.

Nigel

rf wheel:

Nigel de Strayter (England), 28, former mechanic on Porsche road cars (masked).

Kyalami, October 15. Waiting impassively, engine revving as his Brabham-BMW takes on four fresh Michelins and almost 30 gallons of fuel is Nelson Piquet. One slip by a single one of the 12 men going through their well-rehearsed routine in the next few seconds could cost him the world championship. Everything goes perfectly, however. A rush of escaping air as the car's in-built jack retracts, Gordon Murray leaps aside, and Nelson unleashes 650 horsepower as he rushes down the pit lane and back into the race. Watches click: "9.2 seconds — and he's still leading the race!"

Of the Brabham mechanics, Nelson Piquet says that *"they are more than just the guys who prepare my car: they are my friends."* As he also says, it is a friendship based on closeness over a long period of time. *"I have been driving for this team for four years. In all that time the worst that has happened to my car has been a couple of lost wings. I have confidence in my mechanics: if I didn't, I wouldn't be able to come charging out of the pits without wondering if the wheels had been securely fixed..."*

What, then, are the qualities that a team like Brabham looks for in its mechanics? How does a group of men — English, Australian, New Zealand, French, Italian and German (Brabham is nothing if not cosmopolitan) — earn the trust of a twice world champion?

Competence, of course, is essential. There is something reassuring about the sight of a Brabham mechanic carefully reassembling a gearbox or suspension, and it looks even more impressive when he's having to do what mechanics know as an "asbestos hands" engine change just before the pit lane closes on Sunday afternoon because an engine has failed (as the BMW has been inclined to do on occasion this year) during the warm-up. Just as important as the working, though, is the ability of the mechanics to tolerate each other's company through long hours under frequently disagreeable conditions.

A vital factor, too, is good organisation, without which no team can hope to get far in F1. Plainly, the Brabham men have all these qualities at their disposal. So what makes them — and there are fewer of them than in most other two-car teams — so outstanding?

Whatever it is, it certainly isn't conformity. The team's owner, for example, admits that part of Brabham's success in racing is probably due to the fact that he's too busy looking after FOCA affairs at the races to spend time interfering (not his word) with the team. The chief designer confesses a profound boredom with Grand Prix racing *per se*, although he enjoys the more productive work of testing and qualifying, and is invariably to be seen on the grid paying more attention to the rock music coming through his Walkman than to the tension building up around him. Even the driver refuses to fit in with convention, disappearing out to sea for days on end in his motor cruiser when rivals would be phoning the factory hourly for more news of the latest engine tweak or wing modification. In short, the Brabham team consists of a bunch of free spirits whose nonchalance would be infuriating if they weren't all such engaging people.

"Rebels?" retorts one of them. *"Yes, I suppose we are all rebels in a way. But it's only because we take our lead from the man at the top. Bernie the Bolt. Sometimes I wonder if he even cares about racing, though. We way be deep in the shit with the car, way back on the grid, but the only thing that he worries about is the position of the Michelin sticker on the rear wing. Honest!"* Weird though the Brabham owner's priorities may be, dull it isn't to be a Brabham man...

Herbie Blash is tall enough to look Eccles-tone straight in the eye. He's not a team manager in the generally accepted sense of the word, which normally includes the making of technical decisions like selecting the tyres to be raced or political stances to be adopted, and a lot of his time has to be devoted to FOCA-related matters like credentials and charter flights. He's a rebel, of course, having led a mechanics' walkout at Lotus in 1970, when he was still wielding spanners. If someone has to exercise discipline at Brabham, it would be Herbie who would have to shake the big stick. As designer Gordon Murray says, *"people who work as hard as our race mechanics do also tend to pay hard. You can't interfere with that, although Herbie would do it if necessary."* And it surely helps that Herbie, as the boss's assistant, is slightly apart from the main body of the men.

It is therefore Murray himself who takes responsibility for the work of the mechanics at race meetings. His rule is never to leave the circuit until the mechanics have completed their job lists and are ready to leave themselves. It helps that he usually stays at the same hotels as they do, and joins them at the dinner table there if the kitchen is still open when they return, dark-eyed with fatigue but ready for a laugh, from a day's labour. This arrangement makes Brabham far more "intimate" as a team even than some of its British rivals, whose managements consider it preferable to socialise with their drivers than with the workers.

It must be significant, also, that one of Murray's close personal friends happens to be Charlie Whiting, the team's chief mechanic. The two men share a common interest in good food and wine, one which they find time to indulge in spite of the Holiday Inn Coffee Shop diet which tends to prevail when the F1 circus is on the road. They became friends after Charlie had joined the team in 1978, when he left Hesketh Racing. Brother of Nick Whiting, one of Britain's top saloon car racers, Charlie had worked in a garage. He owes his "graduation" to Divina Galica, whose Surtees cars he had looked after in the Aurora British F1 series: she insisted that he came with her when, briefly, she was given a Grand Prix opportunity thanks to the generosity of the importer to Europe of Olympus cameras.

Although Charlie is only 31, he's older than all but three of the team's other 11 regular mechanics. He's also Brabham's biggest worrier: he even dreamed before this year's Canadian GP that one of the Brabhams was going to have trouble with a throttle cable. It was such an idiotic idea that he didn't dare to tell more than a couple of his colleagues about the fantasy... until Nelson Piquet's race was suddenly halted with a broken throttle cable. *"After that,"* says another mechanic, *"we made damn sure to ask Charlie what he'd been dreaming about recently."*

It was in 1981 that Charlie was appointed chief mechanic, and it is a sign of the Brabham team's homogenous and happy approach that he has succeeded in retaining the affection and respect that a mechanic often loses when he is placed in a position of responsibility. Throughout this story it has been deemed necessary not to identify the members of the team to whom GPI spoke (Bernie can be so sensitive), yet not one of our informants took advantage of this anonymity to "knock" Charlie or a colleague. This is a truly happy team.

It might have been thought that the arrival of half a dozen men at each GP from BMW might have placed some strains on internal relations, but that has not been so. Although the men from Munich are changed from race to race, they always get on well with their English-speaking colleagues. Language difficulties? *"Not at all,"* they say: *"we can all swear in each other's language. And the BMW men always bring plenty of terrific beer with them..."*

Alcohol, of course, can be a very serious temptation to a race mechanic. No one in GP racing will ever forget the Lotus mechanic who crumbled under the pressures of his job at Monaco ten years ago and went on a bender which left him incapable of lifting a spanner. It can have a serious affect, also, if incompatible mechanics have to share rooms together, but at Brabham the mechanics are usually "married off" at the start of each season. *"A couple of us, for example, like a good meal and an early night — and the chances are that two of the lads in the next room will be coming in when we're leaving."*

Naturally, all celebrate crazily after a victory, almost as if it were their last chance to do so. The happiest party of the year was surely the one at Kyalami, after Nelson's world championship victory, when everyone was able to get together around (and later in) the hotel swimming pool.

How sincerely did the team believe in the likelihood of that final victory? *"I honestly didn't believe we would win the championship after Austria, when we were 14 points behind,"* says one. *"At the beginning of the year we all believed it would be possible, but when we went to Holland it seemed that it would be impossible to stop Prost scoring points. But Gordon Murray never lost faith, and it wasn't just to raise morale. He told us, entirely seriously, that we would win the last three races. Everybody hummed and ha'd: we wanted to believe him, but we weren't entirely sure. For most of us, though, the outcome of the championship was much more of a knife-edge business than it had been two years previously, when it was Nelson versus Reutemann for the championship."*

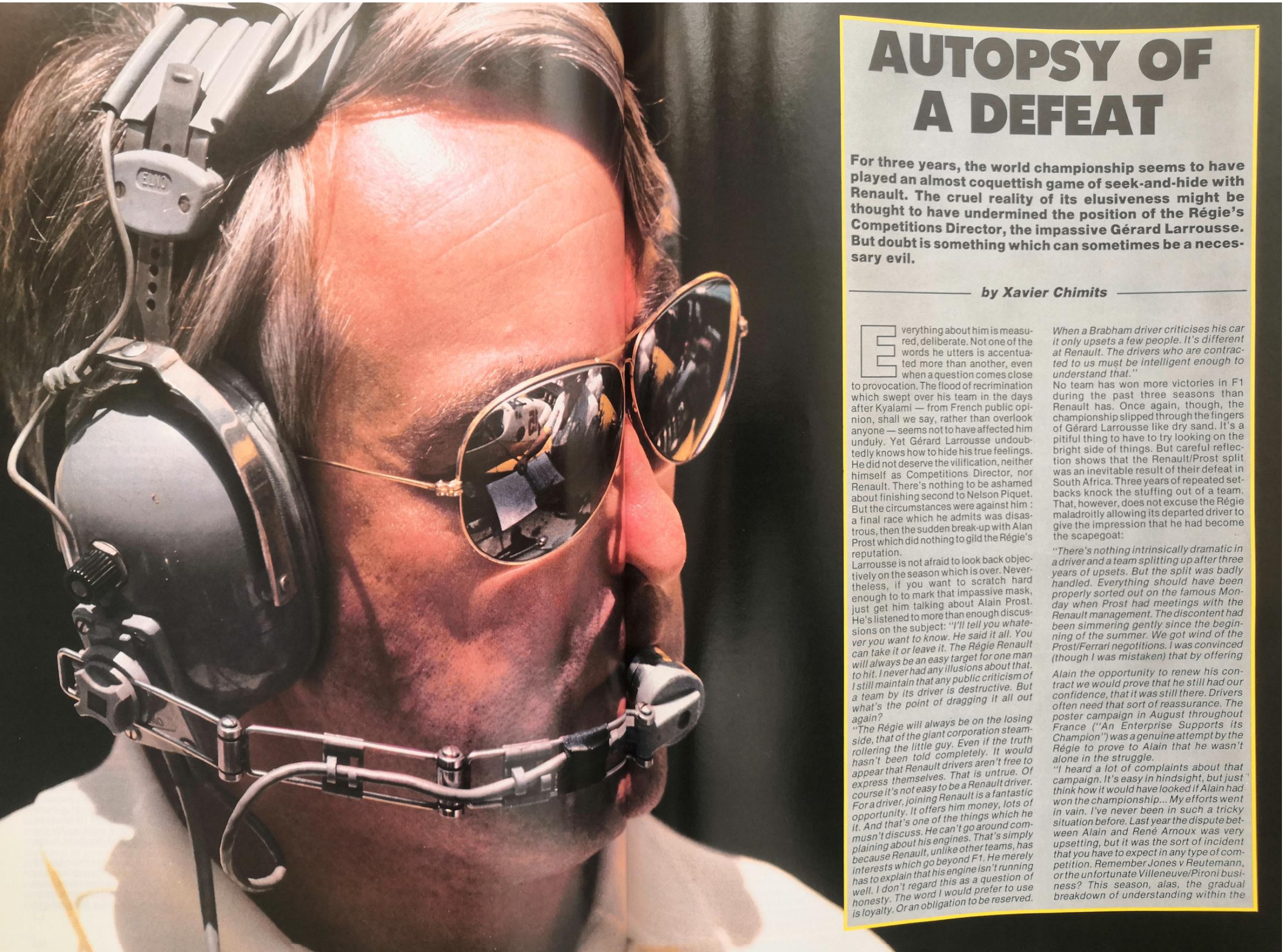
If you want to become a Brabham mechanic, then, how does one go about it? *"You have to be a pretty capable guy, of course,"* says Murray. *"If you don't have any experience of F1, the important thing would be to come and see how we work, because we are definitely a different sort of team. An experienced man would have to be prepared to change his style."*

And salary? *"Better than Lotus,"* says one Brabham man, *"but otherwise probably average. Certainly less than Renault, where everyone's a member of a trade union."* Why not leave, then? *"It would be difficult. After all, we're working for the best driver and the best designer in the business."*

And what sort of incentive is there for the Brabham guys now that their driver has won the title? *"Oh, we've been promised a cheese sandwich down at the local pub. Not bad, actually. It's more than we got last time..."* □

Photo : David Winter

Goodbye fuel stops. Once a feature of the classic three-hour Grands Prix of the 50's, refuelling was "revived" by the Brabham team in 1982, to such good effect that in 1983 every other turbo team was forced to follow their example. Fuelstops will be forbidden in 1984, leaving us with nothing but this memory of two men, their hearts thumping, as they wait to unload more than 100 litres of fuel under enormous pressure in less than six seconds...



AUTOPSY OF A DEFEAT

For three years, the world championship seems to have played an almost coquettish game of seek-and-hide with Renault. The cruel reality of its elusiveness might be thought to have undermined the position of the Régie's Competitions Director, the impassive Gérard Larrousse. But doubt is something which can sometimes be a necessary evil.

by Xavier Chimits

Everything about him is measured, deliberate. Not one of the words he utters is accentuated more than another, even when a question comes close to provocation. The flood of recrimination which swept over his team in the days after Kyalami — from French public opinion, shall we say, rather than overlook anyone — seems not to have affected him unduly. Yet Gérard Larrousse undoubtedly knows how to hide his true feelings. He did not deserve the vilification, neither himself as Competitions Director, nor Renault. There's nothing to be ashamed about finishing second to Nelson Piquet. But the circumstances were against him : a final race which he admits was disastrous, then the sudden break-up with Alan Prost which did nothing to gild the Régie's reputation.

Larrousse is not afraid to look back objectively on the season which is over. Nevertheless, if you want to scratch hard enough to to mark that impassive mask, just get him talking about Alain Prost. He's listened to more than enough discussions on the subject: *"I'll tell you whatever you want to know. He said it all. You can take it or leave it. The Régie Renault will always be an easy target for one man to hit. I never had any illusions about that. I still maintain that any public criticism of a team by its driver is destructive. But what's the point of dragging it all out again?*

"The Régie will always be on the losing side, that of the giant corporation steamrollering the little guy. Even if the truth hasn't been told completely. It would appear that Renault drivers aren't free to express themselves. That is untrue. Of course it's not easy to be a Renault driver. For a driver, joining Renault is a fantastic opportunity. It offers him money, lots of it. And that's one of the things which he musn't discuss. He can't go around complaining about his engines. That's simply because Renault, unlike other teams, has interests which go beyond F1. He merely has to explain that his engine isn't running well. I don't regard this as a question of honesty. The word I would prefer to use is loyalty. Or an obligation to be reserved. When a Brabham driver criticises his car it only upsets a few people. It's different at Renault. The drivers who are contracted to us must be intelligent enough to understand that."

No team has won more victories in F1 during the past three seasons than Renault has. Once again, though, the championship slipped through the fingers of Gérard Larrousse like dry sand. It's a pitiful thing to have to try looking on the bright side of things. But careful reflection shows that the Renault/Prost split was an inevitable result of their defeat in South Africa. Three years of repeated setbacks knock the stuffing out of a team. That, however, does not excuse the Régie maladroitly allowing its departed driver to give the impression that he had become the scapegoat:

"There's nothing intrinsically dramatic in a driver and a team splitting up after three years of upsets. But the split was badly handled. Everything should have been properly sorted out on the famous Monday when Prost had meetings with the Renault management. The discontent had been simmering gently since the beginning of the summer. We got wind of the Prost/Ferrari negotitions. I was convinced (though I was mistaken) that by offering Alain the opportunity to renew his contract we would prove that he still had our confidence, that it was still there. Drivers often need that sort of reassurance. The poster campaign in August throughout France ("An Enterprise Supports its Champion") was a genuine attempt by the Régie to prove to Alain that he wasn't alone in the struggle.

"I heard a lot of complaints about that campaign. It's easy in hindsight, but just think how it would have looked if Alain had won the championship... My efforts went in vain. I've never been in such a tricky situation before. Last year the dispute between Alain and René Arnoux was very upsetting, but it was the sort of incident that you have to expect in any type of competition. Remember Jones v Reutemann, or the unfortunate Villeneuve/Pironi business? This season, alas, the gradual breakdown of understanding within the

team got to its most serious stage at exactly the moment when we should have been facing up to Piquet's big comeback. As a result, we lost the championship as much for human reasons as for technical ones. Having to admit that makes me very bitter. I prefer to go on to something else."

Human problems, yes, but that is not all. An analysis of the 1983 season shows up one thing very clearly: Renault was strong, exceptionally so, but it stagnated. Meanwhile, Brabham gathered itself together and pipped Renault triumphantly right at the finishing post. In trying to simplify, one often falls into the trap of being simplistic: "I didn't feel that Brabham was developing particularly well as the year went on. Gordon Murray went out on a limb last winter by designing a very original car. But it needed quite a lot of sorting-out. By mid-season they were level-pegging with us. Yes, Piquet won through in the end, but basically he's got BMW to thank for that and the big steps forward that they made with their turbo.

"After our experiences last year we had decided to get the car and engine as reliable as possible. It was an objective that I have to admit was only partly achieved, because Cheever had quite a few breakdowns. There was nothing we could do to match the power of the BMW. We would have had to make some fundamental alterations to our engine, things which we'll be doing for 1984 but which would have been impossible in mid-season. We had a knife at our throats. Right at the end, we extracted as much as we could from the engine. Result: Alain blew two turbos in the last three races."

Thus it was that BMW, in two years, managed to beat Renault in the French company's cherished technology, seven years after the Régie introduced the turbo to F1. Does that mean that the Renault V6 is beginning to show its age? "Our cylinder block isn't at the end of the road. We have some problems to sort out in the combustion chamber filling, the oil and water circuits and in the turbochargers.

"A major disappointment for me this year has been that we had the strongest team ever, right through from drivers to engineers. And we still got beaten. Probably because we placed too much emphasis on reliability. I never under-estimated Brabham, but the car I was really worried about was the Ferrari. We paid dearly for very slight errors. I know now, for example, that the RE40 was introduced too late. As a result, we lost points that we could have had at the beginning of the season. The decision not to make refuelling stops in Brazil was a different matter. It was a political attitude (not to do it), exactly the same as it was for Ferrari. I am and always have been opposed to fuel stops, because of the danger."

One criticism frequently levelled at the Régie is its tendency towards inertia, to get stuck in a rut. "It's certainly a problem which makes me concerned. But it's not easy to get to the bottom of it. In any case, I can assure you that the Régie itself is not responsible for it. When I joined the company I was honestly amazed by Renault's ability to react quickly. Then there is Renault Sport, my own department. I admit that we are partly responsible. But we make everything on the car at Renault: engines, chassis, gearbox preparation.

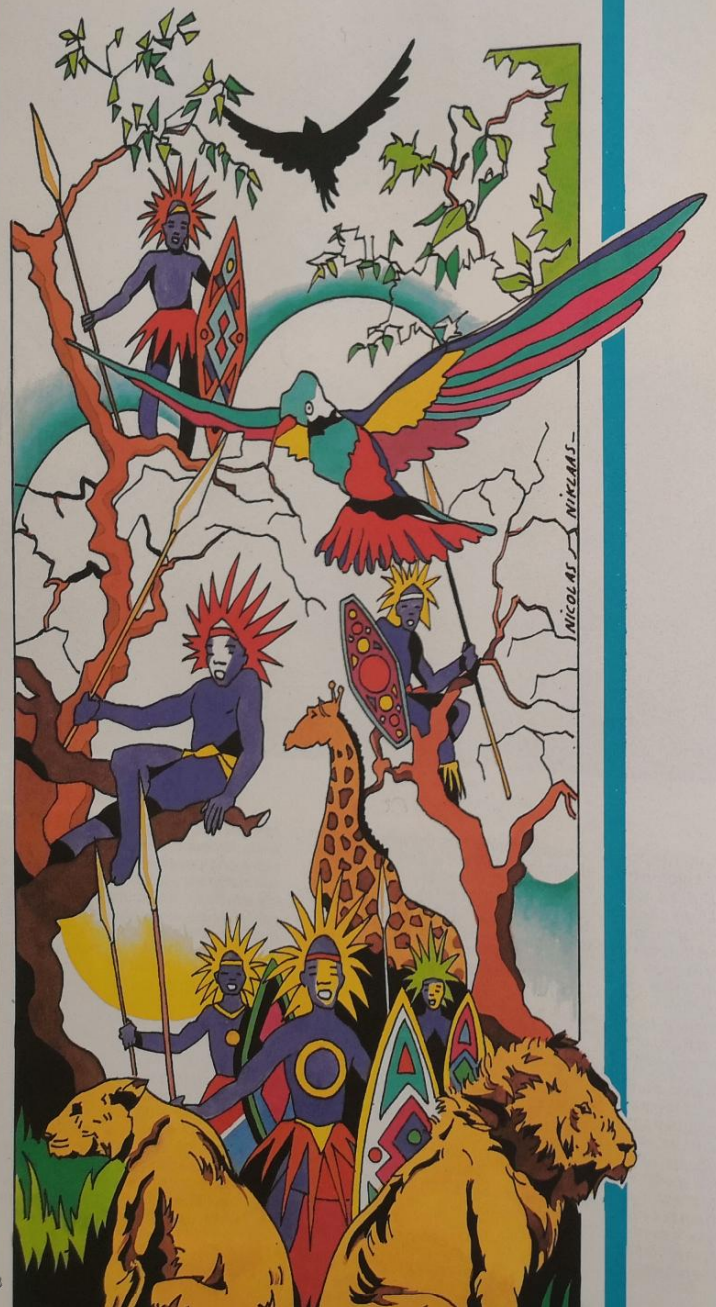
That's a lot more to cope with than they have at Brabham, for example. Since we are Renault's representatives in racing, we have to take a lot of precautions. We can't have the luxury of an unsafe car. Because there's so much at stake, some of our people feel it necessary to drag their feet a bit. The initiative comes from above, while on the workshop floor there's a tendency to make double sure rather than take any risks. Lastly, we have the problem of outside contractors: delivery delays are longer than they are in Italy or England. We are powerless to do anything about it."

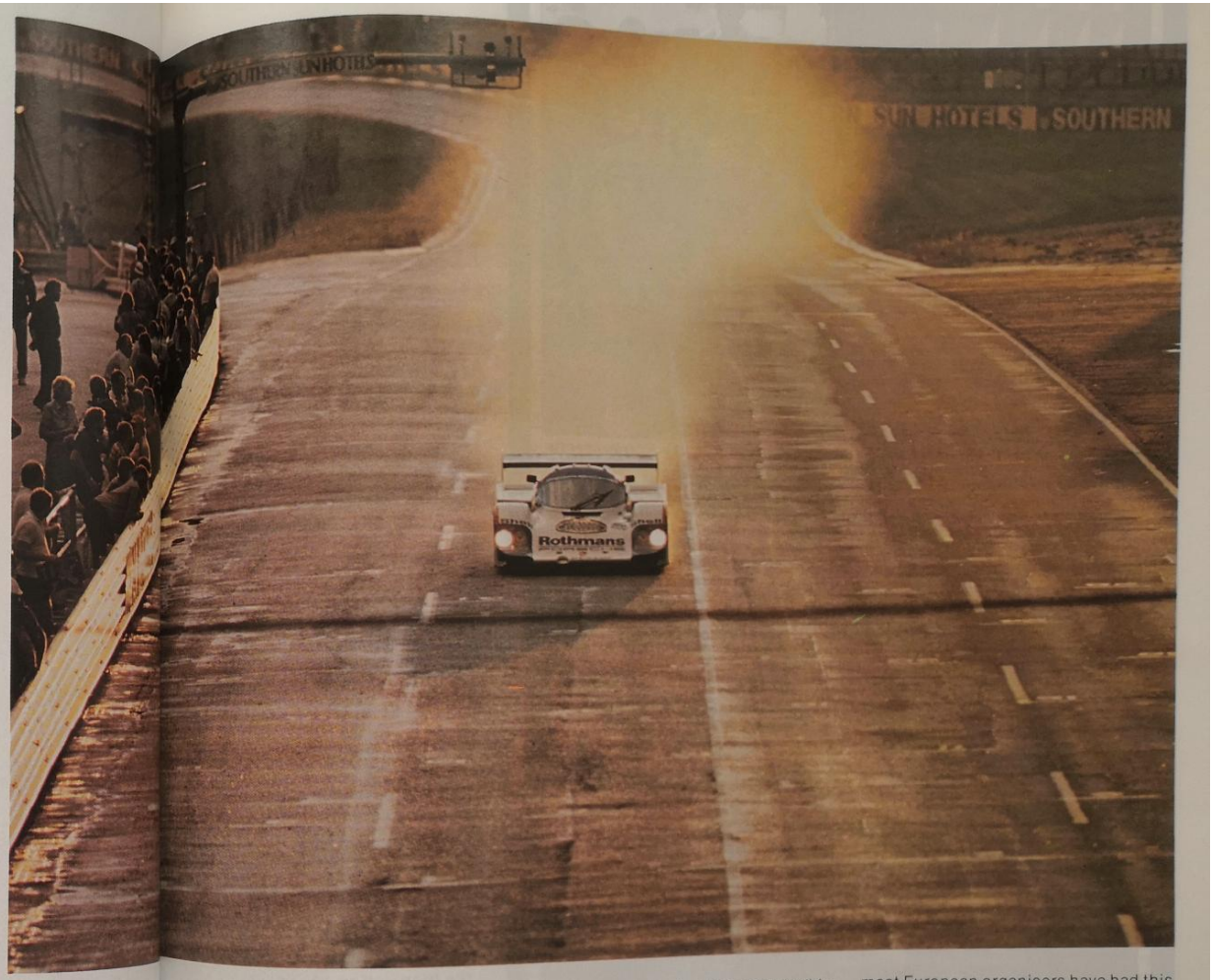
In his role as Director of Renault Sport, Gérard Larrousse has to carry the can for any defeat. The rabble wanted his head. Did he feel he'd had a narrow escape? "I was put on the spot. It's a salutary experience. I felt that I had done my best. Maybe somebody else could have got better results. But I am still here. With my team. We missed the boat. The competition will be much tougher in 1984. And we will also have two brand new drivers. I spent a long time deciding whether to sign up de Cesaris or Warwick as Tambay's team mate. But we still got a lot of calls from top line drivers. It is now a very desirable position to be one of our drivers, and that's comforting. We don't seem to be a rubbish team, as has been suggested by someone...

"In making the final choice of driver we felt that de Cesaris was quicker than Warwick, probably because he's been in a more competitive car. But Derek represents something solid and stable, a quality which we particularly need after the year that we've just been through. After Kyalami, the team was at a low ebb: terribly disappointed, too. Now we have to get back our motivation. It's not going to be easy. I believe that we won't be ourselves again until we've won a race. For the first time since I joined Renault I'm starting the season in a pessimistic frame of mind."

It is a surprising thing to say. But should he be taken at his word? It would be truly amazing if Renault, with all the technical and human resources available to it, should not have learned something more than useful from the 1983 season. They are lessons which the company will surely put to good use a lot sooner than Gérard Larrousse would have you believe.

1000 KMS KYALAMI





Having taken pole position in qualifying, the Porsche 956 of Derek Bell and Stefan Bellof won triumphantly after looking unbeatable from start to finish. But not even that was enough to stop Jacky Ickx from finishing 3rd and taking the WEC driver's title. (photo: Asset)

Ten weeks had gone by since the Japanese round at Mount Fuji when the endurance teams converged on Kyalami for the final WEC race of the 1983 season. With the Porsches having crushed virtually all opposition in race after race, there was clearly no doubt about the manufacturers' title, but there were two men still in the running for the drivers' crown: reigning world champion Jacky Ickx of Belgium and Britain's Derek Bell. This undoubtedly gave the South African race added interest, and one can only envy local race goers, who had had the thrill of seeing the final F1 shoot-out between Nelson Piquet and Alain Prost only a couple of months earlier.

Commercially, it is true, there wasn't quite as much at stake as there had been on October 15, but this promised to be a sporting contest between the two Rothmans-Porsche team mates in which both men would be relying heavily on the team's race tactics and also on their co-drivers, the Germans Jochen Mass and Stefan Bellof. Mass, in fact, was in the unenviable personal position of having a mathematical chance of being able to win the title, one which the factory effectively denied him by teaming him with Ickx (his season long team mate except at Le Mans) instead of letting him switch to the third factory 956 which had been brought along.

Around the swimming pool at the Kyalami Ranch it seemed that the tension supposedly building up between the Rothmans men was an illusion. Everything seemed relaxed, the atmosphere was calm and friendly: all very different from the tension that had made the Grand Prix so thrilling. Indeed, one might have been forgiven for thinking that the visitors had come from Europe for no better reason than to soak up some of the South African summer sunshine.

This artificial holiday feeling did not prevent the teams from paying even greater attention to their charges garaged in the semi-ruins of the Kyalami paddock. For their first full world championship race the Kyalami organisers had received an entry of more than sufficient quality to compensate them for having had to reduce their race from its traditional nine hour duration to 1000 kms. The 25 arrivals from Europe included 15 Group C entries, 3 Group C Juniors and 7 Group B competitors, ready to do battle with two locally-built Group C Juniors. This was as good an entry as most European organisers have had this year.

Of the nine Porsche 956s, three were in Rothmans works colours, two were from Reinhold Jöst team, two from John Fitzpatrick, and there were single-car entries from Richard Lloyd and Walter Brun. The third works car, in the hands of IMSA champion Al Holbert and Australian Vern Schuppan (two-thirds of the Le Mans winning crew), was fitted with a very special experimental transmission which enabled the driver to shift gears without declutching or lifting off the throttle. It was this latter facility which is particularly useful, because it makes it possible for the turbochargers to continue spinning at their maximum rotation speed. The thoretical advantages of this arrangement include no drop-off in power while shifting, and no throttle lag, but it had yet to be tested on the track. The Porsche engineers were not placing too many hopes on it and were planning to fit a conventional gearbox to the number 3 car before the race itself.

New at Jöst Racing were the confirmation of Wollek's switch to Lancia for '84 and e new livery, with the identity of Lindsay Saker (the South African Porsche importer) replacing Marlboro on one car and PG

→

The delights of the Kyalami Ranch for Icxk, Bell and Wollek, the veteran charms of an old-time MG for Serra, Johansson and Wollek again: Kyalami offers a few moments of relaxation. With the race under way it's Stuck leading (below) from Wollek, Boutsen, and Ghinzani while the little Rieger-Ford (66) makes its race debut. A premature and violent end awaits the JFR Porsche 956 (11) while the ancient Jöst-Porsche 936J (15) went on to finish 7th. In Group B five Porsche 930s like no 71 had made the trip. (photo: Asset)

The second Jöst 956, driven here by Schornstein, was classified 4th with more than a little help from Wollek, whose own car was crashed. (photo: Asset)

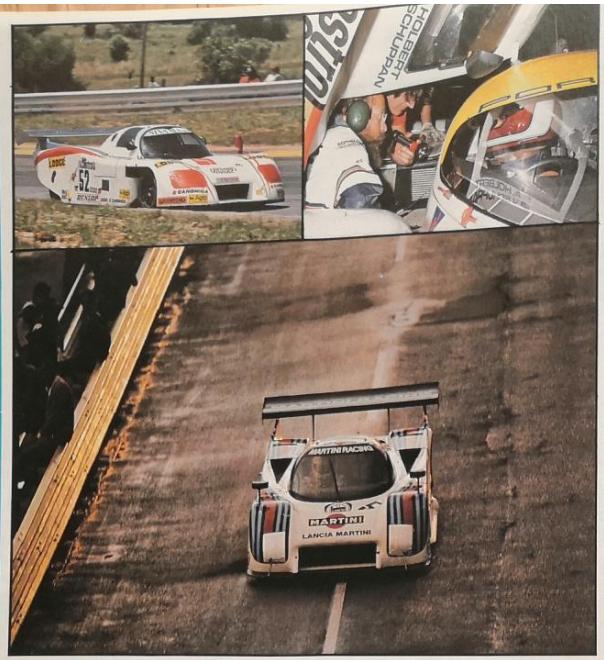
Gunston cigarette colours on the Lammers/Palmer 956 entered by Richard Lloyd, captured under a setting sun. Ten and more years ago the same sponsor was associated with the then-active local Formula 1 scene. (photo: Asset)

Two new Mazda-Tigas, developed from the two-seater open sports cars built by the Tiga company for Sports 2000 racing, were entered in the Group C Junior class. The Van Rooyen/Morrison entry almost lasted to the finish but was let down when its engine seized. (photo: Asset)

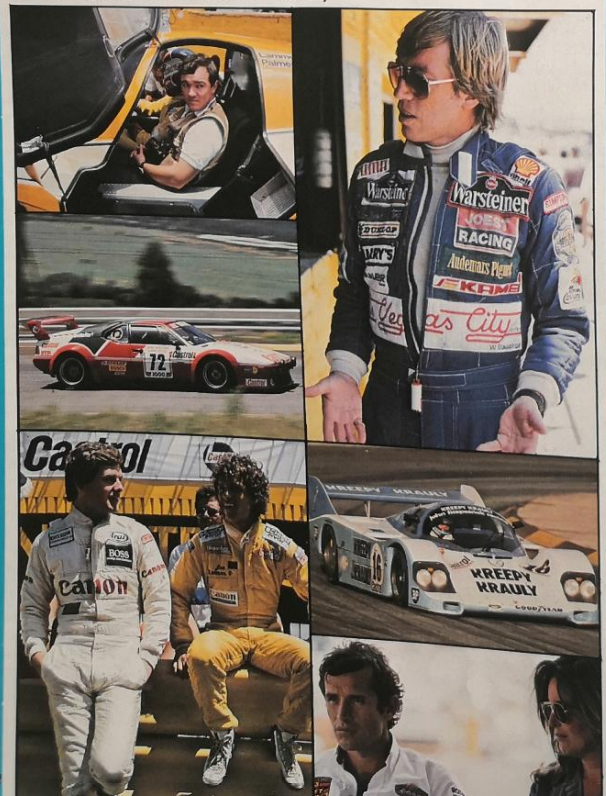
Glass (a SA manufacturer) taking over from New Man on the other. Wollek had been entered as a driver in both cars: he was sharing the first with Stefan Johansson and Chico Serra, the second with Dieter Schornstein and "Winter". The Brasilian was making his Group C debut, having been away from racing since his last F1 outing with Arrows before Spa, where he had been replaced by Thierry Boutsen. Serra was obliged for his Jöst drive to the generosity of Count Googie Zanon, the wealthy Italian enthusiast who had also made it possible for Johansson to join the team: Zanon has had a friendly hand in the careers of Michele Alboreto and Eddie Cheever, having come into F1 several years ago with Lella Lombardi and notably with the late Ronnie Peterson.

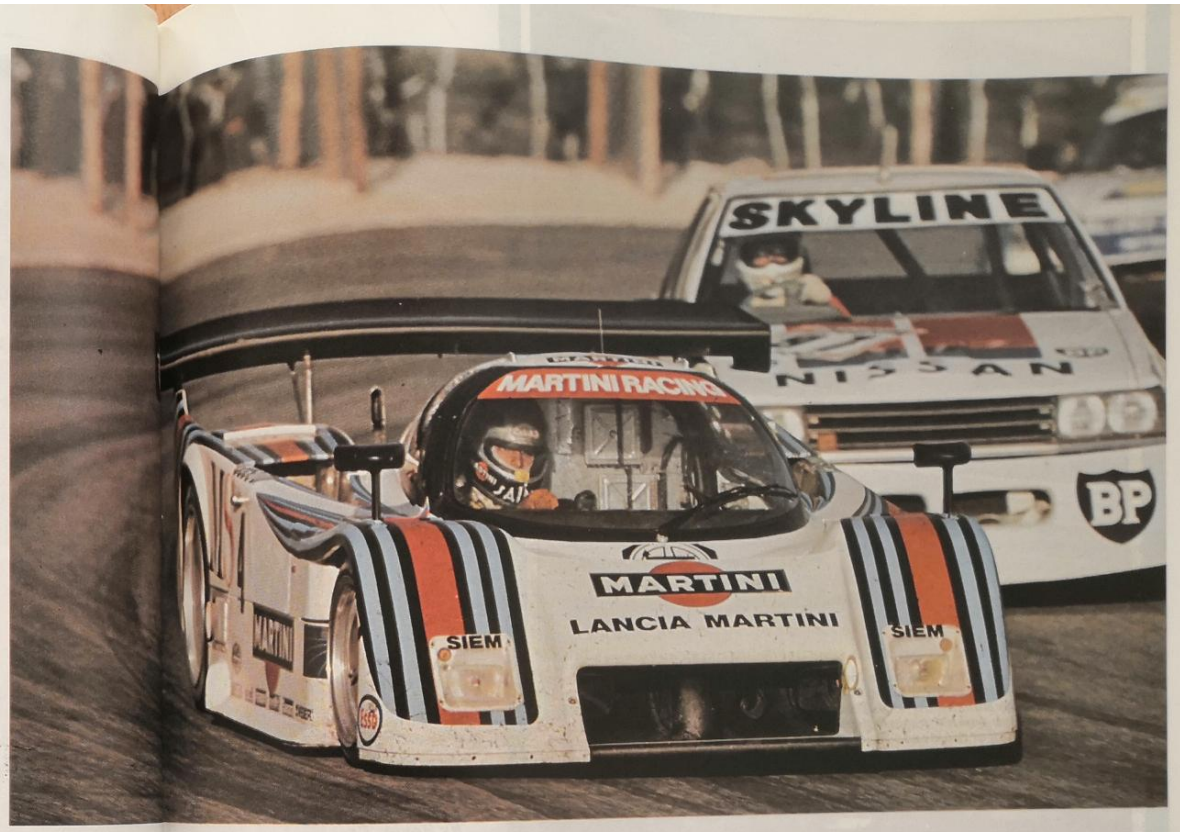
Jöst's most serious rivals among the other privateers were expected to be the two Fitzpatrick entries. Bossman "Fitz" has now quietly retired from driving in order to devote his energies to the full-time management of his team and had signed up Thierry Boutsen as the lead driver of the "J David" alongside David Hobbs and the South African Mrs Desiré Wilson. The team's second car was painted up in the colours of Kreepy Krauly, a South African company which manufactures a sinister-looking device that automatically cleans swimming pools and is sold all around the world. After a good season driving Giampiero Moretti's "Moby Dick" Porsche 935 in IMSA races this car was in the hands of the local hero Sarel Van der Merwe, with two less well known SA co-drivers. The Richard Lloyd 956, for Jan Lammers and Jonathan Palmer, was not carrying Canon livery (the contract covered European races only) and was decked out in the colours of Gunston, a SA brand of cigarette . The remaining 956, Walter Brun's Swiss-prepared example, had the experienced German duo of Hans Stuck/Harald Gröhs, joined for this race — with the help of Italian sponsorship — by young Massimo Sigala, plus saloon car expert Umberto Grano as fourth driver. The final Porsches in the Group C class were the Kremer Brothers' own-built CK5 which had made its first appearance, in GPI colours, at Le Mans; and the ex-Belga, ex-New Man Jöst-built 936J. The CK5 was handled by Konrad and Kroesemeijer plus a local renta-driver, while the 936J has been repainted in the gold of Warsteiner beer for Prince "Poldi" von Bayern, Siegfried Brunn and Klaus Gröger.

The Lancia answer to the Porsche threat came in the form of two works LC/2 entries and the two privately-entered LC/1s of Sivama Racing. Teamed together in the first of the two "Martinis" were Riccardo Patrese (winner of the SA GP in October) and Alessandro Nannini: their number 4 car had the normal nose section, while the other, number 5, for Piercarlo Ghinzani/Hans Hayer/Giorgio Pianta, had a more rounded nose. The two Sivama cars looked very sketchily prepared under their peeling paintwotk: they had been entrusted to a bunch of unknown Italian worthies among whom the absence of the Argentine star Oscar Larrauri was sadly obvious. Two of the five Group C Juniors were already well known. These were the Giannini-Albas belonging to Martino Finotto, for whom Carlo Facetti would be making a final appearance in a career that



The Lancia LC/2 of Ghinzani/Heyer/Pianta (5) heads into the setting sun, and one of the Lancia LC/1s (51) of the Sivama team: the Italian company's products were totally outnumbered by Germany. At the wheel of the no 3 is Holbert, with Van der Merwe close in the Fitzpatrick 956. Also in evidence: "Poldi" von Bayern, the Palmer/Lammers double act and Mr and Mrs Ickx, while a Bernard Asset contract closes our photo gallery. Not forgetting, of course, the class-winning Group B BMW M1 (71). (photos: Asset and Didier Braillon)





Thanks to Patrese and Nannini in 2nd place, Lancia was able to score its best WEC result of the year. It was a brilliantly fast and steady race for the little LC/2. (photo: Asset)

goes all the way back to 1953. The other Juniors, by contrast, were completely unknown. The 3-litre Cosworth V8-engined Rieger had been built by Siegfried Rieger and Rolf Goetz, two competitors in the Interserie championship, whose preparation left a lot to be desired; equally novel were the tiny Tiga coupes powered by Mazda type 12 rotary engines which churn out 250 bhp (and even more decibels), but they had been immaculately turned out, for several local drivers.

Three days of practice had been provided: a free session on Wednesday and two official days on Thursday and Friday. The Wednesday was to prove unfortunate for Jöst, who had the misfortune to experience two shunts, the first with Johansson when the rear suspension broke and the second with Serra, who lost a front wheel. The Thursday morning session was destined to settle virtually every grid placing, and it was under a hot sun in cloudless blue sky that the Rothmans-Porsche showed their untouchable superiority thanks to their "qualifying" engines. After spending a lot of time playing with different springs to sort out an understeer problem, Stefan Bellof claimed pole with 1m 10.88s, a convincing demonstration for a driver who's never before seen the Kyalami circuit. Looking unhappy with their experimental engine, Ickx and Mass were 0.75 second adrift: the best time was 4.226s slower than Tambay's pole position for Ferrari at the GP, but would have put the works Porsches up with the slower turbo F1 cars.

Best time behind the two world championship contenders was Hans Stuck, who was 3rd fastest in Brun's Porsche, taking advantage of an incident in which Boutsen's best lap was spoiled by a backmaker getting in the way of his "J David" when the Belgian was in the middle of a quick lap on qualifying rubber. Next, in the "Gunston," was Lammers, who had not raced for the Lloyd team since Spa and was finding the car much improved by a new front body design and by fins fitted to the underside of the rear body section. The little Dutchman suspected that it would be necessary to put up with some understeer in the slower corners in order to have the car balanced nicely in the fast ones.

Patrese followed with 6th best time in the Lancia, ahead of the second "Fitz" Porsche and the second works Lancia, which had stopped rather suddenly with engine failure. The "Lindsay Saker," in trouble with the same insoluble handling problems which have dogged it since Le Mans, where it was heavily shunted by Ludwig, held off the CK, which was proving to be quick on the long straight past the pits. Holbert and Schuppan were well back, having devoted all their practice to sorting out the almost completely untested new semi-automatic transmission system. In Group C Junior the two Giannini-Albas were clearly superior, and the same could be said for the two BMW M1s in Group B.

Thurday's second times session was due to take place between 5 and 8pm, so that drivers would have a chance of getting used to driving at night (the race would last until an hour after darkness had fallen), but it was ruined by a heavy rainstorm. Starting in late afternoon, the storm quickly soaked the track, so teams which did practise did so very gingerly and concentrated on getting their cars ready for the three laps of night practice which each driver was obliged to do. Only Wollek was able to make an improvement, qualifying the "PG Glass" 956 ahead of his own car. On the day before the race there were five hours of untimed practice, during which most teams scrubbed brake pads and checked out their cars with full tanks. The only notable incident was a fuel pump failure on the "J David" 956. It was so hot on race day that a repeat of Thursday's storm seemed likely, possibly earlier in the day. Nevertheless, 30,000 spectators poured into the circuit, admittedly creating much less in the way of traffic jams than there had been at the Grand Prix. The flag dropped to start the race at 2.20 pm, and Bellof had taken the lead from Mass as they braked their 956s into Crowthorne for the first time. Stuck (956), Patrese (Lancia), Lammers (956), Ghinzani (Lancia), Wollek (956), Van der Merwe (956), Schuppan (956) — with conventional gears — and Konrad were next through, followed by Schornstein and the two Giannini-Albas. While the two fast works Porsches pulled away, a terrific scrap developed between Stuck, Patrese, Lammers, Boutsen, Ghinzani and Wollek. Their positions changed virtually every lap thanks to the thoughtless and unprofessional drivers of the local cars competing in their own separate (bur far from equal) class. Wollek was going

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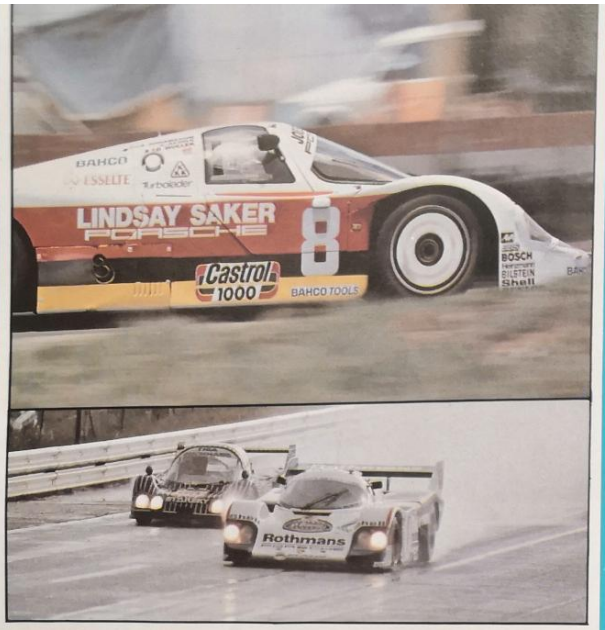
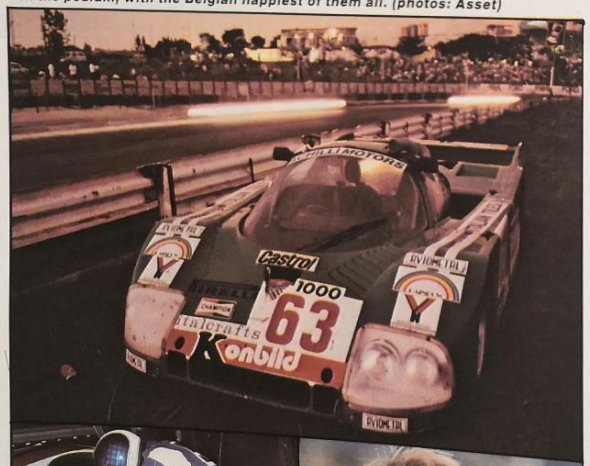
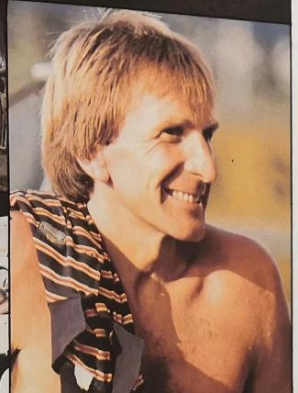
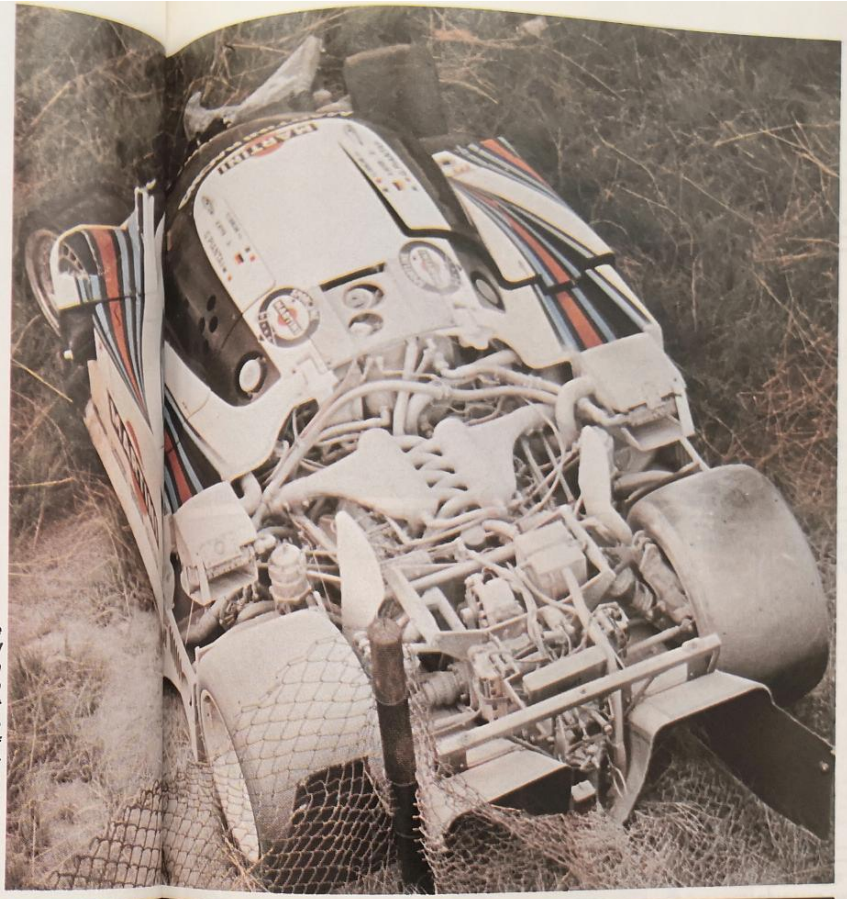


The lead Porsche of the Jöst team (no 8) shared by Wollek, Johansson and Serra — seen with the Brazilian climbing aboard — carried the colours of the SA Porsche importer; Derek Bell (below, right) took advantage of the local sunshine and was most impressive when the storm broke in the middle of the afternoon when he is seen passing one of the Mazda-Tigas. This Giannini-Alba (63) was a mid-race retirement, but its sister car dominated C Junior; Bell, Ickx, Bellof and Mass together on the podium, with the Belgian happiest of them all. (photos: Asset)







The wreck of the Ghinzani/Heyer/Pianta Lancia LC/2. The Italian car had a violent accident in the closing stages of the race while it was being driven by Heyer: first reports suggested that the cause was a steering failure. (photo: Asset)

Night-time atmosphere in the pits: the frenzied crew of the Porsche-Kremer CK5 prepare to refuel. In the hands of Konrad, this was the fastest car in the whole field according to a speed trap on the straight. (photo: Asset)

upwards, while Lammers was losing ground, but apart from Boutsen (who picked up a puncture), they were all still grouped together when the first fuel stops started. Most of the stops fell due on lap 42, at the end of which Ghinzani took the lead for Lancia for one lap before himself pulling in. Five or six minutes later the first drops of rain began to fall, to be followed rapidly by a sudden storm.

Driving at much reduced pace, everyone tried to get back to the safety of their pits, where they could have their tyres changed for wet weather slicks, but some didn't make it: both Serra, who had just taken over from Wollek, and Hobbs (having replaced Boutsen) shunted at Sunset Bend, where Ickx also spun and Gröhs — having taken over from Stuck — went off hard enough to wreck the front of his 956's monocoque.

There was confusion everywhere for a few minutes, especially among the 13 "non-combattant" locals competing in their own race: no fewer than 10 of them managed to destroy or otherwise damage their cars. Twenty minutes after the storm had hit the circuit, by which time everyone had switched to deep-tread wet weather tyres, the rain (which had already started to subside) stopped altogether. A quarter of an hour later, with the sun once again shining brightly, the track was dry on line. Apart from the more important retirements such as those of Serra, Hobbs and Gröhs, it was a great pity to see that Ickx had also had a major accident, having dropped back to sixth position after walloping a kerb hard enough to almost take the bottom out of the 956. For the spectators there was the consolation of knowing that the world title was still in the balance, since the Belgian would have to fight back up to 4th place if he was to have any chance of a repeat world championship.

In fact, despite a car that was clearly far from perfect, Jacky and Jochen succeeded in bringing it through to 3rd place. They were helped by a backmarker who put off Van der Merwe/Duxbury/Martin, and by the slowing down of Schuppan/Holbert, who were to spend a long time in the pits sorting out an electrical problem. The Ghinzani/Heyer/Pianta threat also evaporated, first with a fuel pump failure and finally when a mechanical failure sent the car off the road and into retirement.

Between the two works Porsches, Patrese and Nannini went on to take a second place that they and their team richly deserved from all point of view, while Schornstein and "Winter" in fourth place undoubtedly benefited from the help of Wollek, who was duly seconded to their car after the Serra/Hobbs incident involving his own. In spite of another lost wheel, a broken door and a disintegrating gearshift, Lammers and Palmer were able to snatch a last-ditch 5th place, taking advantage of an alternator drive belt which broke on the Van der Marwe/Duxbury/Tony Martin car just as night was beginning to fall. As usual the Danish BMW M1 emerged triumphant in Group B, while in Group C Junior the surviving (and thus victorious) Giannini-Alba was a long way behind, having had to replace its front suspension.

by Didier Braillon

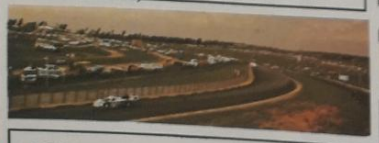
KYALAMI 1000 KMS

Round 7 of the World Endurance Championship (WEC) for makes and drivers.
Date: 10 December 1983.
Official race title: Castrol 1000.
Race distance: 244 laps of 2.55-mile (4.1 km) circuit for a distance of 622.24 miles (1001.38 kms).
Weather conditions: fine on Wednesday, fine on Thursday morning (1st official qualifying), rain on Thursday evening (2nd official qualifying), and fine throughout the race except for period of rainstorm starting on lap 47. It was 35 minutes before the track was again dry on line. **Race attendance :** 30,000

STARTING GRID

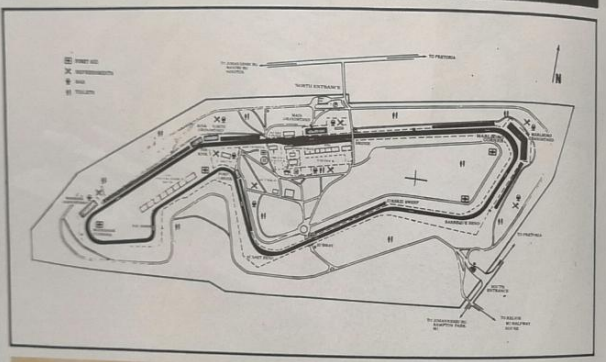
2. Porsche 956 **Bell/Bellof** **1m 10.88s**	1. Porsche 956 Ickx/Mass 1m 11.63s
35. Porsche 956 Stuck/Sigala/Gröhs/Grano 1m 13.97s	11. Porsche 956 Boutsen/Wilson/Hobbs 1m 14.04s
14. Porsche 956 Lammers/Palmer 1m 14.13s	4. Lancia LC/2 Patrese/Nannini 1m 14.64s
16. Porsche 956 Van der Merwe/Duxbury/Martin 1m 15.57s	5. Lancia Martini Ghinzani/Heyer/Pianta 1m 15.98s
12. Porsche 956 Schornstein/= Winter =/Wollek 1m 16.58s	8. Porsche 956 Wollek/Johansson/Serra 1m 16.98s
22. Porsche/Kremer CK5 Konrad/Kroesemeijer/Fouche 1m 20.60s	3. Porsche 956 Holbert/Schuppan 1m 21.02s
64. Giannini/Alba Finotto/Facetti/Faraci 1m 21.97s	63 Giannini/Alba Dacco/Vanoli 1m 22.90s
15. Porsche 936J Van Bayern/Brunn/Grojor 1m 23.82s	52. Lancia LC/1 Bianco/Carello 1m 29.58s
51. Porsche LC/1 Gelini/Radicella/Barberio 1m 30.76s	67. Mazda/Tiga Van Rooyen/Morrison 1m 30.92s
70. BMW M1 Jürgensen/Dören/Gall 1m 31.62s	72. BMW M1 Winther/Jensen 1m 31.72s
66. Ford/Rieger Goetz/Rieger 1m 35.19s	76. Porsche 930 Cooper/Cavaleri/Smith 1m 35.29s
74. Porsche 930 Wiren/Leim 1m 35.57s	73. Porsche 930 Braun/Britz 1m 36.93s
71. Porsche 930 Felder/Haehnlein/Lateste 1m 40.61s	68. Mazda-Tiga Baker/Taylor 1m 40.92s
75. Porsche 930 Regusci/Del The 1m 46.47s	

NB: In addition to the 27 entrants in the WEC Group C, Group C Junior and Group categories there were 13 entries for the South African Groups T and M (similar to European Group 1 and Midified Touring specification). Divided into four classes, these Group T, MA, MB and MC cars were not racing for WEC points.



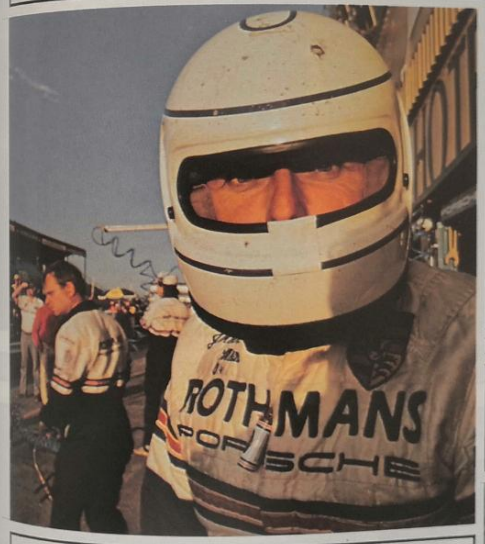
PREVIOUS WINNERS

1958: Ferguson-Fraser Jones/Porsche Carrera.
1959: Carrington-Ferguson/Dart-Climax.
1960: Gous-Lowe/Porsche spyder.
1961: Gous-Lowe/Porsche spyder.
1962: Piper-Johnstone/Ferrari GTO.
1963: Piper-Maggs/Ferrari GTO.
1964: Piper-Maggs/Ferrari 275LM.
1965: Piper-Attwood/Ferrari 365P2.
1966: Piper-Attwood/Ferrari P2-P3.
1967: Ickx-Redman/Mirage Ford.
1968: Ickx-Hobbs/Mirage Ford.
1969: Piper-Attwood/Porsche 917.
1970: Ickx-Giunti/Ferrari 512S.
1971: Regazzoni-Redman/Ferrari 312P.
1972: Regazzoni-Merzario/Ferrari 312P.
1973: Jost-Muller/Porsche 908-3.
1974: Larrousse-Pescarolo/Matra-Simca MS670.
1975: Heyer-Henninge-Mass/Ford Escort Zakspeed.
1976: Scheckter-Gröhs-Nilson/BMW 3.5 CSL.
1977: Scheckter-Heyer/Ford Escort Zakspeed.
1978: Cooke-Adams/Datsun 240Z.
1979: Kelleners-Keizan/BMW 3.5 CSL.
1981 Jost-Mass/Porsche 936.
1982: Ickx-Mass/Porsche 956.



RESULTS

1. Porsche 956 (Bell/Bellof), 244 laps (1001.38 kms) in 5 hrs 44m 06.50s, average speed 108.48 mph (174.59 km/h).		
2. Lancia LC/2	Patrese/Nannini	240 laps
3. Porsche 956	Ickx/Mass	236 laps
4. Porsche 956	Schornstein/"Winter"/Wollek	228 laps
5. Porsche 956	Lammers/Palmer	225 laps
6. Porsche 956	Van der Merwe/Duxbury/Martin	224 laps
7. Porsche 936J	Von Bayern/Brunn/Grogor	217 laps
8. BMW M1	Winther/Jensen	200 laps
9. Porsche-Kremer CK5	Konrad/Kroesemeijer/Fouche	196 laps
10. Porsche 930	Wiren/Leim	193 laps
11. Porsche 930	Cooper/Cavaleri/Smith	193 laps
12. Porsche 930	Braun/Britz	190 toues
13. Giannini-Alba	Finotto/Facetti/Faraci	190 laps
14. Lancia LC/1	Gelini/Radicella/Barberio	186 laps
15. Porsche 930	Felder/Haehnlein/Lateste	165 laps
Lancia LC/2	Ghinzani/Heyer/Pianta	163 laps/retired (steering failure - off road).
Porsche 956	Holbert/Schuppan	143 laps/retired (ignition failure).
Porsche 930	Regusci/Del The	123 laps/retired (accident).
Mazda/Tiga	Van Rooyen/Morrison	118 laps/retired (loss of oil and engine seizure).
Ford/Rieger	Goetz/Rieger	60 laps/retired (right door locking).
Giannini/Alba	Dacco/Vanoli	58 laps/retired (electrical).
Porsche 956	Wollek/Johansson/Serra	48 laps/retired (accident).
Porsche 956	Stuck/Sigala/Gröhs/Grano	48 laps/retired (accident).
Porsche 956	Boutsen/Wilson/Hobbs	47 laps/retired (accident).
Mazda/Tiga	Baker/Taylor	45 laps/retired (drive shaft).
Lancia LC/1	Bianco/Carello	43 laps/retired (ignition failure during storm).
BMW M1	Jürgensen/Dören/Gall	1 tour/retired (disqualified for unauthorised start from grid).



FINAL RESULT OF THE WORLD ENDURANCE CHAMPIONSHIP (WEC) FOR DRIVERS

1. Ickx 97 pts; 2. Bell 94 pts; 3. Mass 82 pts; 4. Bellof 75 pts; 5. Wollek 64 pts; 6. Boutsen 44 pts; 7. Lammers 43 pts; 8. Plankenhorn 42 pts; 9. Schuppan 40 pts; 10. Johansson 36 pts; 11. Lassig 32 pts; 12. Heyer 30 pts; 13. Fitzpatrick and Hobbs 29 pts; 15. Schickentanz 28 pts; 16. Holbert 24 pts; 17. Palmer 23 pts; 18. Patrese 21 pts; 19. Haywood and Gröhs 20 pts; 21. Merl 18 pts; 22. Nannini 15 pts; 23. "Winter" and Schornstein 13 pts; 25. Rosberg, Stommelen, Mario Andretti, Mike Andretti, Alliot and Fujita 12 pts; 31. Doren and Massimo Sigala 11 pts; 33. Brun, Stuck, Barth, De Narvaez and Pescarolo 10 pts; 38. Lloyd, 9 pts; 39. Jones, Larrauri, Edwards, Keegan and Regout 8 pts; 44. Winther, Hamelmann and Gall 7 pts; 47. Van der Merwe, Duxbury, Tony Martin, Needell, Dron, Cleare, Ludwig, Utz, Haldi, Francia, Barilla and Takahashi 6 pts; 59. Von Bayern, Brunn, Groger, Mallock, Salmon, Finotto, Facetti, Mercer, Braun, Jurgensen, Memmimger, Kuhn Weiss, Steckkonig, Wilson, Teo Fabi, Kazuyoshi Hoshino and Hagiwara 4 pts; 76. Jensen, Truffo, Jean-Michel Martin, Misaki and Nakamura 3 pts; 81. Kroesemeijer, Fouche, Konrad, Alboreto, Garcia, Naon, Montoya, Matsumoto, Kaoru Hoshino and Sekiya 2 pts; 91. Wiren, Leim, Henn, Ballot-Lena, Schlesser, Sotty, Cuynet, Bertapelle, Ballabio and Welti 1 pt.

FINAL RESULT OF THE WORLD ENDURANCE CHAMPIONSHIP (WEC) FOR MAKES

1. Porsche 100 pts; 2. Lancia 32 pts; 3. Aston Martin and Nissan-March 4 pts; 5. BMW-Sauber 3 pts; 6. Toyota-Dome 2 pts; 7. BMW-URD 1 pt.

SUBSIDIARY RESULTS FOR SOUTH AFRICAN GROUP T, MA, MB and MC

1. BMW 535 (Viana/Moni, no 91)	188 laps
2. Nissan Skyline (Bezuidenhout/Terlouw, no 97)	185 laps
3. Alfa Romeo GTV6 (Bianco/Pickering, no 83)	184 laps
4. Mazda RX7 (Taylor/Swanepoel, no 84)	182 laps
5. Nissan Skyline (Van der Linde/Santana, no 94)	170 laps
6. Alfa Romeo GTV6 (Chatz/Saunders, no 82)	111 laps
7. Mazda RX7 (Morgenrood/Hepburn, no 93)	108 laps
8. Alfa Romeo GTV6 (D'Oliveira/Fontes, no 81)	75 laps
9. BMW 535 (Coetzee/Cox, no 85)	72 laps
10. BMW 535 (Smith/Driver, no 90)	40 laps
11. Alfa Romeo GTV6 (Formato/Van Zyl no 80)	39 laps
12. Rover 3500 (O'Sullivan/O'Sullivan, no 92)	13 laps
13. Nissan Stanza (Sorensen/Flowers, no 95)	1 lap

LAP LEADERS

Laps 1 to 41: Porsche 956 (Bell/Bellof).
Lap 42: Lancia LC/2 (Ghinzani/Heyer/Pianta).
Laps 43 to 244: Porsche 956 (Bell/Bellof).

Fastest race lap: Bellof (Porsche 956) 1m 15.59s.
Group C winner: Porsche 956 (Bell/Bellof).
Group C junior: Giannini-Alba (Finotto/Facetti/Faraci).
Group B: BMW M1 (Winther/Jensen).

KYALAMI 10.12.83 '83 WORLD ENDURANCE CHAMPIONSHIP

EXTRA, EXTRA

SUNSET BOULEVARD

The rain has been crashing down for several seconds and the horizon is suddenly indistinguishable from the sky. Nearby Johannesburg is nothing more than a few shapes and the heavens are a jumble of mousy grey and inky black. The track, which was bathed in sunshine only a few moments ago, is transformed into a mirror reflecting back the flight of the swallows overhead. The occasional photographer, caught on the inside of Sunset Bend, dashes for cover to protect his precious cameras. The race-leading Porsche of Bell and Bellof has just started its 48th lap and is still on full tanks from its first pit stop.

The Jöst Racing Porsche 956 of Chico Serra suddenly appears. Driving circumspectly on his slick tyres, the Brazilian has noticeably reduced speed, but nowhere near enough to hope to get unscathed across the deep lake which has magically appeared in the road ahead of him.

"When I realised that he was going to carry on and try to do another lap before coming in for rain tyres I knew that I wouldn't see him again. My heart beat accelerated," said Domingos Piedade, manager of the German team.

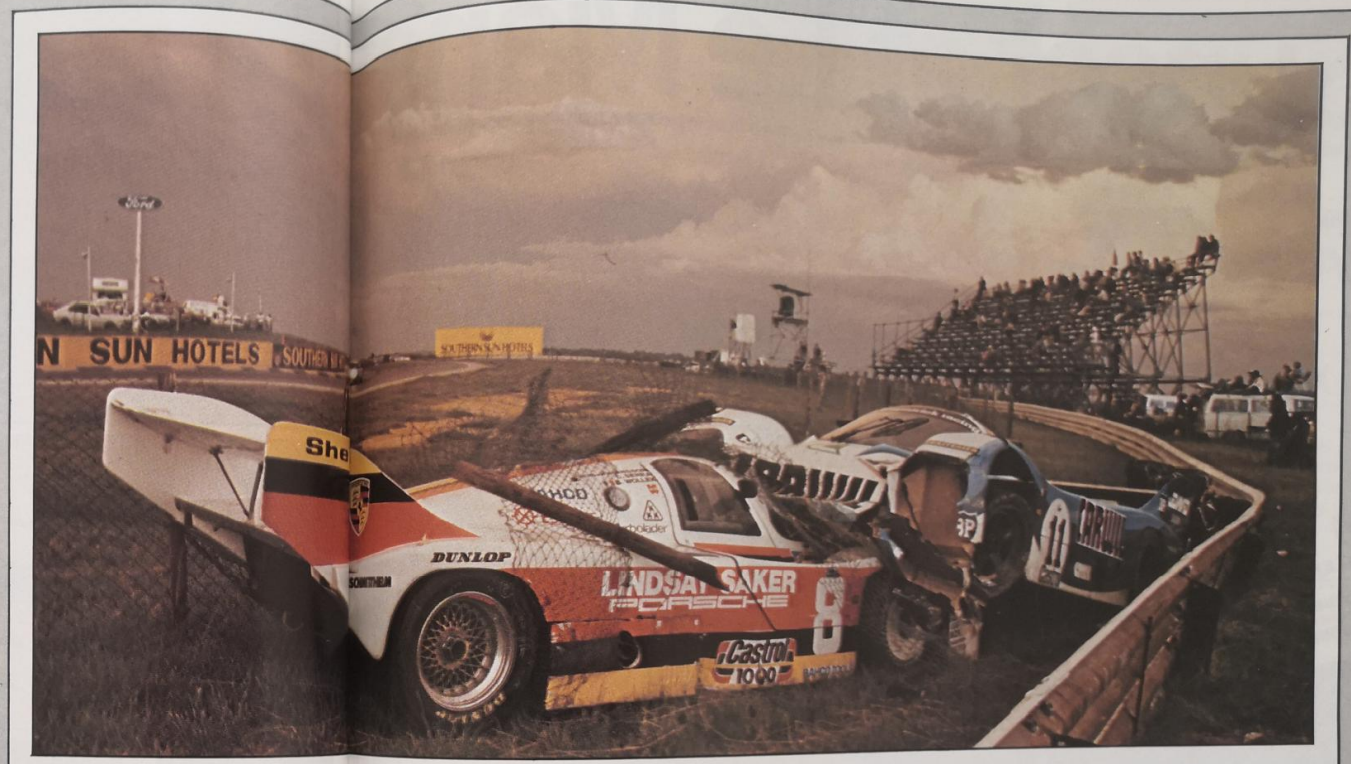
He was right, too. The "Lindsay Saker", out of control, spun off and finished up in the guardrail at the side of the track. Several rows of catch fencing had been flattened and Chico was trying to get the car restarted. It was virtually undamaged, but the moment that the engine "caught," all hell broke loose. Luck would have it that the errant Fitzpatrick Porsche 956, driven by a David Hobbs who had become its unwillingly powerless passenger, loomed up in Chico's sight. In less time than it takes a heart to beat a series of dull blows could be heard through the storm as the impact minced fibreglass into flying pieces. When at last things calmed down it could be seen that the "J David" was neatly balanced over the cockpit where the Brazilian sat helplessly.

While the yellow flags were still fluttering in warning it was the turn of the "Gaggia/New Man" to join in. Owned by Walter Brun and driven by the ebullient Harald Gröhs, it was pinned in the fence a few yards away. The front of the chassis was badly bent and it would be many minutes before Gröhs managed to stagger back to the pits and retirement. Meanwhile, a shame-faced Hobbs walked back, helmet in hand.

"I did one lap too many on slicks, that's all. But how could I have known that a storm like that would burst as quickly as it did? How could I know that the track would be as slippery as a greasy pole? The track surface at that point is new and fine grained, constituting the most Dantesque trap that it has been given to me to see in the course of my long career. I was super-careful, hyper-slow, but not enough. The car just went straight on."

For three of the top Porsche 956s, on this fateful lap 48, Sunset Bend had suddenly become Sundown Boulevard.

Didier Braillon



STANDARD BEARER

"Obviously you're going to ask me if I enjoyed my first stint. I'm sure that to a spectator the constant changes of position between Wollek, Stuck, Patrese, Lammers and Ghinzani were great to watch, but inside a car it was hell, a race of crazies, incredibly dangerous and of no real interest. These cars of ours will do close to 200 mph, but the local drivers don't seem to be doing a tenth of that. Also, it was one mistake after another by them: sometimes they'd leave space for you to come through because they'd made a mistake, other times they moved over on you in the belief that they were entitled to do so. In fact it was this game of dodgems with the locals which caused all the changes of place. All of us had the occasional clear lap, and some when we were held up and having to jump on the brakes to avoid disaster."

No doubt about it, Thierry Boutsen was an angry young man. Quite apart from the disappointment of seeing his team mate David Hobbs take their 956 off the road, it was the feeling that he had been obliged to take part in the local variation of Russian roulette which filled him with bitterness.

With seven races behind him this year, however, there is no doubt that Boutsen has become one one of the endurance scene's superstars. One race with Jöst, two with Richard Lloyd and three with John Fitzpatrick (if you recall that the JFR mechanics gave more than just a helping hand to Yoshido Matsuda's crew at Fuji): all this adds up to a wealth of 956 experience.

"At Monza I was new to Gp C, I was happy to do what I was told. Bob Wollek got on with the job of setting up the car and I didn't have any part of the programme. I bedded in brake pads and tyres, I left the boost setting exactly where it was. I was ultra-careful and just there to help out my team mate. It was a logical way to approach things and I was satisfied."

Since then, the Belgian F1 driver has made a lot of progress. By the time he joined Fitzpatrick he had been upgraded to number 1 status and was able to take the initiative. *"I was allowed to have qualifying tyres and my F1 experience came in useful there, because they're only good for the two quick laps. I was also able to find the settings for the car that I liked. There are lots of advantages to it: I'm getting experience, learning something new every day — and I'm doing it all in a very pleasant working atmosphere. With both Jöst and Fitzpatrick I can sense an excellent team spirit: everything runs smoothly, you never hear anyone shouting his mouth off and the driver's contribution is recognised and appreciated. In Formula 1 everybody knows exactly what his job is, and he usually sticks to it; in endurance racing the team manager has a much more important role and there's a stronger family-type feeling about things."*

While he puts Reinhold Jöst and John Fitzpatrick on an equal footing, he is less enthusiastic about his time with Richard Lloyd. *"There was no real boss there, everyone seemed to think his job was to talk rather than do anything. Several people left and Richard Lloyd made a few changes. I believe that things are much better now than they were."*

Jöst, Lloyd and "Fitz": good as their cars may be, there's no denying that they are outclassed by the factory 956s. *"The only difference is in engines, but my guess is that in qualifying they may have as much as 200 horsepower more than the private cars do. We don't have such high compression ratios and the turbocharging systems are different. In race spec there isn't such a big gap. It's true that we have to hope for them to make a slip if we're to have a chance of winning, but this is no problem at all for me because I know exactly how to judge myself against the standards set by the top guys. I saw what Derek Bell did in Italy with the Lloyd car, and I raced against Stefan Bellof in F2 last year."*

With his useful capacity for self-analysis, Thierry Boutsen is able to set a high standard in Group C. It's quite an achievement for a single-seater driver whose international career has barely got off the ground.

Didier Braillon

Announcing...

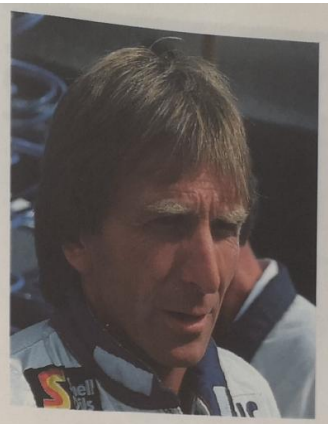
Sunset at Le Mans

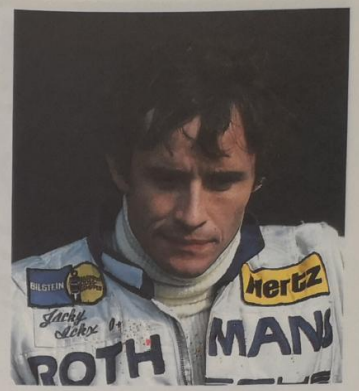
A Limited Edition Print by Alan Fearnley

THE RACING DRIVERS

To win at Le Mans takes a very special racing talent. Pure driving flair is not enough: Grit, determination, physical endurance, and a complete understanding of the machinery are essential qualities found in all the winning drivers of this legendary motor race.

It is difficult to imagine a pair of racing drivers who fill the qualifications more completely than Derek Bell and Jacky Ickx. Armed with their superb racing Porsches they become the most formidable opposition that Endurance Motor Racing has possibly ever seen.





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The significance of the record of success Porsche have achieved at Le Mans is enough to commend these fine prints as an appropriate gift for enthusiasts. When signed by the artist, and countersigned by two of the greatest endurance racing drivers of all time, they truly constitute the ultimate in Motor Sporting Collectabilia.

DEREK BELL

Derek Bell began his motor racing career driving a Lotus Seven at Goodwood in 1964. Driving a succession of cars he worked his way up into Formula Three when he was recruited by the prestigious Ferrari Team as a works driver, to compete in both Formula Two and One events. In 1970 Derek drove at Le Mans for the first time.

In 1971, driving with Jo Siffert, he won the manufacturers championship in a Porsche 917, evidencing his fast growing talent as an endurance driver. In 1975 he surprised nobody by winning Le Mans. Derek continued to mix Endurance racing with Formula One Grand Prix racing, (no mean feat in itself), winning the Oulton Park Gold Cup Formula One race in 1977 against stiff opposition.

He won Le Mans for a second time in 1982.

Voted 1983 Driver of the Year, Derek Bell has established himself as the greatest British endurance racing driver in the history of the sport.

JACKY ICKX

Jacky's motor sport career is best described as both distinguished and varied. Few drivers have excelled in both Grand Prix and Endurance racing in the way he has.

Recognised early on as one of Ken Tyrell's discoveries, he quickly made his mark in Formula Two.

In 1968, Ferrari gave him his first Formula One drive and first taste of endurance racing. He joined Brabham in 1969 where he recorded 3 of his 8 Grand Prix wins, and that year won Le Mans for the first time, driving the John Wyer GT40 with Jackie Oliver.

He rejoined Ferrari in 1970, when he drove both Formula One and Endurance cars for the next three seasons, and in 1975 driving with Derek Bell, won Le Mans for a second time. This was followed by further wins in 1976, 1977, 1981 and 1982 on each occasion driving a Porsche, consolidating his position as the grand master of the famous 24 hour race at Le Mans.

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Sunset at Le Mans

by

Alan Fearnley

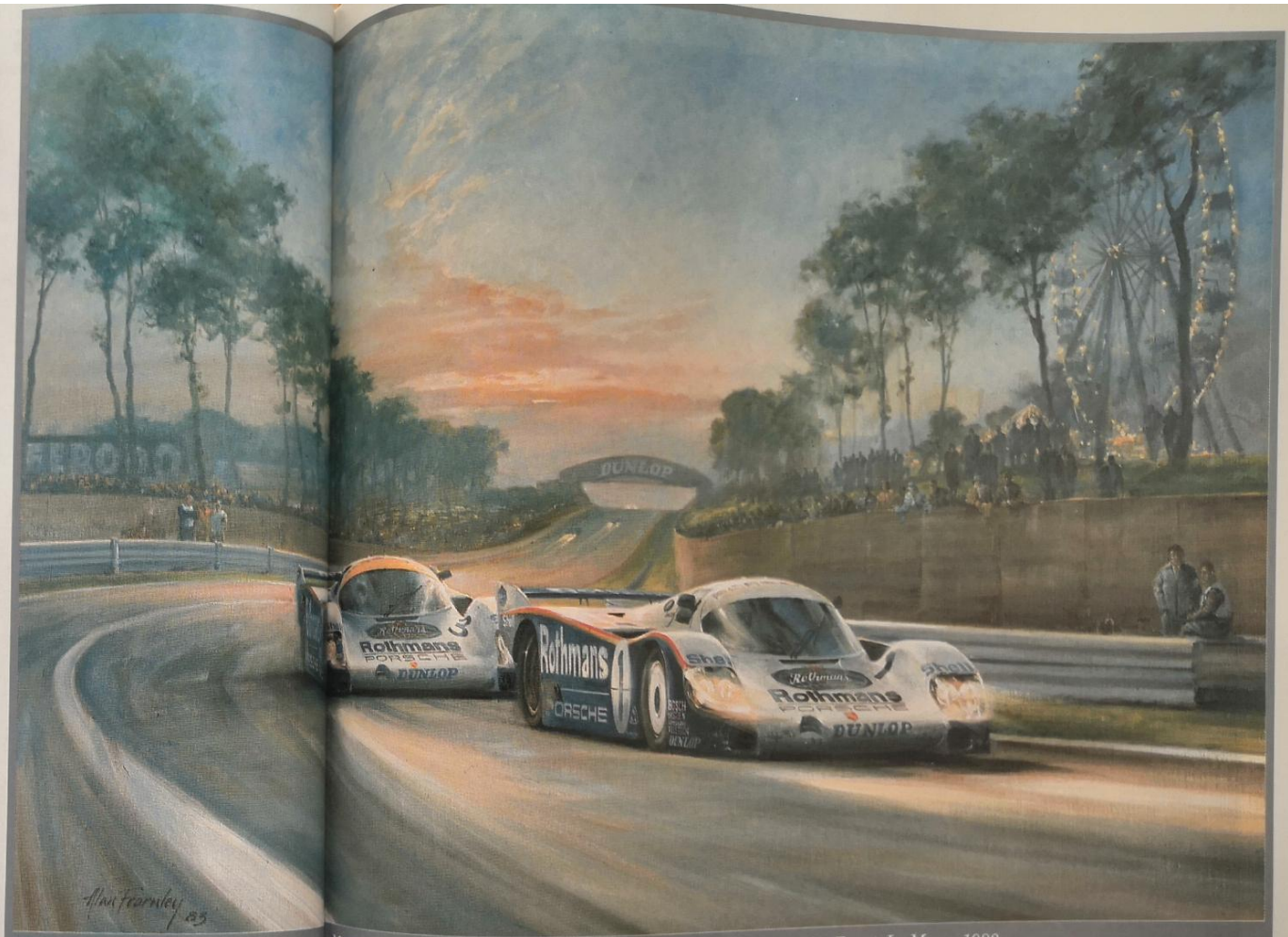
A Limited Edition of 850 Prints

commemorating the Rothmans Porsches success at Le Mans

THE ROTHMANS PORSCHES

In the long history of the world's greatest endurance motor race, there has never been such complete dominance by any one racing team as that recorded by Porsche in the 1983 Le Mans race. Traditionally the most gruelling and demanding race upon both driver and machine, the popularity of the Le Mans 24 hour race has endured over 60 years.

To commemorate the impressive record of the Rothmans Porsche victories at Le Mans in 1982 and 1983, Sporting Artist Alan Fearnley has been commissioned to produce a strictly limited Edition of 850 prints. Each copy is signed by artist and drivers Derek Bell and Jacky Ickx.



"Sunset at Le Mans" by Alan Fearnley. The Rothmans Porsches entering the Esses, Le Mans, 1983

THE ARTIST — ALAN FEARNLEY

Alan Fearnley: The popular British artist with a growing worldwide reputation for his accurate, dramatic paintings of the great racing cars.

Alan Fearnley is considered by many to be among an elite group of young British Artists who are destined to achieve great status. Although still in his thirties he has been painting professionally for over a decade. Already his paintings hang in Museums, Public Art Galleries and Private Collections in a dozen countries.

Working exclusively in oil on canvas, he has established an enviable reputation for his paintings of 'transport' subjects. His railway and steam train paintings are nationally exhibited, (he is chairman of the prestigious Guild of Railway Artists), but he is probably best known for his studies of the great racing cars. He has a rare ability to portray the drama of the moment with great accuracy, in an aesthetically compelling way. He is an artist of undeniable talent, and in his field he is in a class of his own.

THE Le MANS 24 HOUR RACE

The first 24 hour race at Le Mans began in appalling weather at 4 o'clock Saturday the 26th May, 1923. So bad were the conditions it was decided to run future races in June in the hope of better weather.

Contrary to the general opinion that probably no car would survive, 30 of the 33 that started the race finished. Lagache and Leonard taking the laurels with an average speed of just over 57 m.p.h.

Two years later the famous running start was introduced, which became the focal point of the race until 1969 when it was deemed unwise from the safety viewpoint.

In recent years, the most famous partnership to emerge from the race is that of Derek Bell and Jacky Ickx. Their first success together came in 1975 at the wheel of an all British car, a Mirage, when they swept home a lap ahead of their nearest rivals.

Bell and Ickx resumed their partnership in 1981, driving the works Porsche 936, again annihilating the opposition.

Rothmans teamed up with Porsche in time for the attack in 1982 and yet again, Bell and Ickx took the laurels in a convincing win for Porsche; all three works cars crossing the line in close formation.

1983 produced another clean sweep for Porsche, the Marque filling the first eight places, creating a unique record; Rothmans Porsches cars taking first and second positions.

THE PAINTING

Alan Fearnley's dramatic painting expertly captures all that is familiar about the famous Le Mans 24 hour endurance race: As the sun goes down and darkness approaches, the lights come on and the teams prepare for the long night's racing ahead. Beside the track the illuminations of the fairground twinkle; laughter and music mingle with the whine and roar of the mighty engines. The scene embraces an atmosphere that is unique in the world of motor racing.

Hurtling under the Dunlop Bridge at over 180 m.p.h., and on down to the Esses, the Bell/Ickx car just holds off the challenge of the Haywood/Holbert/Schuppan machine.

A truly spectacular painting by an artist with a talent to match that of the designers, builders, mechanics, and drivers of the magnificent racing Porsches.

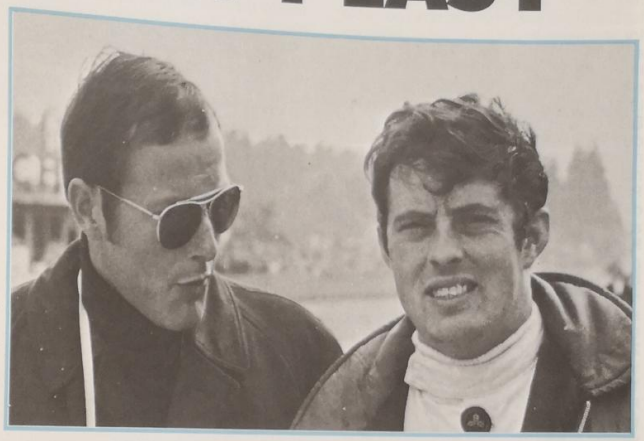
THE PRINTS

Prints measure 27½" x 20½" overall

To underline their commitment to Endurance racing, Grand Prix International are pleased to announce a Fine Art Print Edition, limited to 850 copies worldwide, faithfully reproduced to facsimile standard. Printed under stringent supervision of master-printers, each print is reproduced on heavyweight art stock, and contains all the rich depth of colours contained in the original painting. Each print is individually inspected by the artist, numbered and signed, following which each is countersigned by Derek Bell and Jacky Ickx.

Strictly limited to 850 copies to preserve its rarity value, this magnificent Limited Edition will appeal to enthusiasts of Motor Racing and Fine Art collectors alike.

WINNING AIN'T EASY



Rico Steinemann chats with Brian Redman, the quiet Lancastrian who became a great expert in both Porsches and Ferraris. (photo: DPPI)

To those who followed the races, it was the Golden Age of Sports Car competition. To Porsche's team manager at the time, Rico Steinemann, 1969, 1970 and 1971 were simply "those three crazy years." By contrast, his modern counterparts Peter Falk and Norbert Singer have the task of keeping their Rothmans-Porsches ahead of the Martini-Lancias. Today's sports cars may not have the variety that existed more than a decade ago, but there is just as much competition.

by Bob Constanduros

The most memorable battles of the "917 era" were those waged between Jo Siffert and Pedro Rodriguez, regardless of the discipline imposed by their noted team manager John Wyer. Here at Le Mans in 1971, neither the Siffert/Bell car (17) nor the Rodriguez / Oliver entry (18) lasted to the finish. (photo: DPPI)

It was not until those three madcap years, though, that Porsche was able to establish itself as a truly competitive *marque*. For the seven seasons prior to 1969, Porsche had been runner-up in the World Championship for Makes: first to Ferrari, later to AC Cobra, Ford, Ferrari and Ford again. "*In those years,*" says Peter Falk, the current racing development manager at Zuffenhausen, "*the Porsches were the underdogs. So, if we came second, we were happy.*" All that changed in 1969. In each of the next three years -- the crazy ones -- Porsche was the World Champion Make, beating Ferrari at last, and Alfa Romeo. It was to be four years, with the arrival in 1976 of the "Silhouette" formula for sports car racing, before Porsche was able to dominate endurance events again. And although Lancia broke the German stranglehold in 1980 and 1981, Porsche has been back on top for the past two seasons thanks to the almost unbeatable 956, winning races with the same assurance of those first three champion years.

Steinemann originally joined Porsche as a driver, teamed with his fellow-Swiss, Dieter Spoerry. He did not consider himself a professional driver at the time because he had a full time job editing the Zurich-based motorsport magazine *Powerslide*. What convinced Porsche of his ability was a World Speed Record attempt in which he was taking part at Monza, where a factory-prepared Porsche 911R captured five records. Driving a Ferrari 275 GTB at Le Mans in 1967, Steinemann and Spoerry had won the GT class, and it was after they had taken their private Porsche 907 to several successes in the early part of the 1968 season that they were incorporated into the factory team. They repaid the faith shown in them with a fine second place at Le Mans behind the more powerful Ford GT40 of Pedro Rodriguez and Lucien Bianchi.

Steinemann had been personally employed by Doctor Porsche himself as director of public relations and racing, a title which involved him in management and organisation as well as driving. When

→

the factory racing team was split up and handed over to John Wyer and Porsche Salzburg for the 1970 and 1971 seasons, Steinemann became the Porsche delagate to those teams.

His own career as a racing driver came to a gradual halt, ten years after it had begun, with the closure of the works racing team, the end of the Porsche family era and the deaths in racing accidents in 1971 of two great friends, Pedro Rodriguez and Jo Siffert. Today, Steinemann works in Zurich for Daimler Benz, where he is responsible for Mercedes advertising, public relations and customer liaison. He keeps his racing interest as a commentator for Swiss TV on Grand Prix races, where he is a familiar face.

Steinemann's engineering counterpart during his racing days had been Ferdinand Piech, chief engineer, member of top management and also a member of the Porsche family. Helmut Bott (now head of development) was Piech's number two, and Peter Falk was a racing engineer. Faithful to the sport like so many Porsche people, both Bott and Falk have always been regular race-goers. Falk's duties now take him to races again on a professional basis, but it is difficult to believe that he has been with Porsche for almost 25 years, having joined straight from university.

The head of testing and operations under Falk is Norbert Singer, who has been with the company for 14 years, also since university, all of them spent in the racing department (*"it's the reason I joined the firm"*). Even when the company pulls out of racing, as it did in the seventies, they didn't object -- for a short period -- to working at Weissach on testing and developing road cars. *"It was interesting: it reminded us where the money comes from!"*

The challenge of engineering can only be fully exploited by the factory, as Singer explains. *"With a customer you would never have an opportunity to develop a car,"* he says. *"The customer doesn't have the opportunity to use a wind tunnel, for example, or to test extensively. He can afford to spend two days at Ricard, but who can afford to go there for two weeks, like we do?"*

Such luxuries, of which long test sessions are only one, are only available thanks to sponsorship. Falk says that without Rothmans support the factory team would probably consist of one car: the development programme would also be minimal. *"Without the sponsor I don't think that the 956 would have been so competitive within one year. Most of our budget still comes from the factory, but it is Rothmans who pay for the development programme. I don't know how long they will be willing and able to support us. If we are successful, though, it is easier to find support."*

Nevertheless, both Falk and Singer believe that Ferrari and possibly even Lancia are likely to have better facilities than Porsche in the long run. The current racing team is surprisingly compact: 10 engineers and 14 mechanics working exclusively on racing, plus an untold number of staff from the Weissach workforce of 1700 who are assigned specialised jobs on the cars. *"If we need more people, we get them,"* says Falk, and Singer is only exaggerating slightly when he jokes that *"half of Weissach seems to be working for the racing department in the two weeks before Le Mans."*

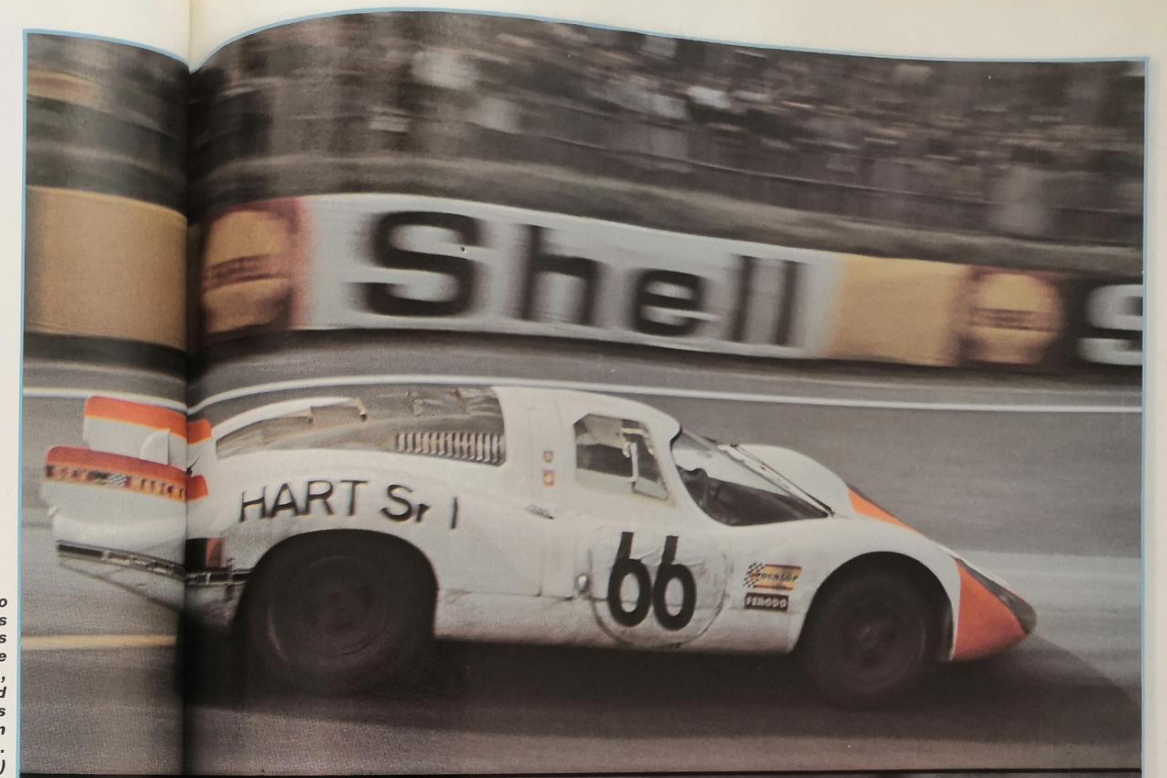
Indeed, it can happen: Steinemann's stories of 14 years earlier bear witness to that. One wonders what Falk and Singer would have done with the 30 million Deutschmarks that Dr Porsche told Steinemann it had cost to run the racing team in 1969 alone. *"We built 52 racing cars that year,"* says the Swiss, *"and the total doesn't include rally cars. At the beginning of the season the idea had been to run the 3-litre 908s in the Piech way; aim to win and expect the car to fall apart immediately after the finish line. For once, we discovered that the engineering department had miscalculated, because it was clear that the cars were good for years and years of racing. We soon learned that we could cut expenses by using them in two or three events and then sell them to customers, which had not been planned."*

Although economies could be effected by selling off the 908s, there was nothing economical about the racing monster which appeared that same year, the superfast 12-cylinder Porsche 917. For 1970 the FIA had decided to restrict speed by limiting the capacity of prototype cars to 3-litres, but there was a loophole: any constructor who produced 25 identical cars would be allowed to use up to 5-litres capacity. The decision was made in mid-1968 to exploit the loophole, and Hans Mezger ("father" of the present day TAG/Porsche F1 V6) was given the task of designing the air-cooled flat-12 engine which would power the new car.

As Steinemann recalls, other manufacturers like Ferrari and Abarth were having difficulty meeting the "25 off" rule: *"there were some nice stories about a big hall in Turin with a large mirror so that the FIA inspectors could see twice as many cars as had been built.*

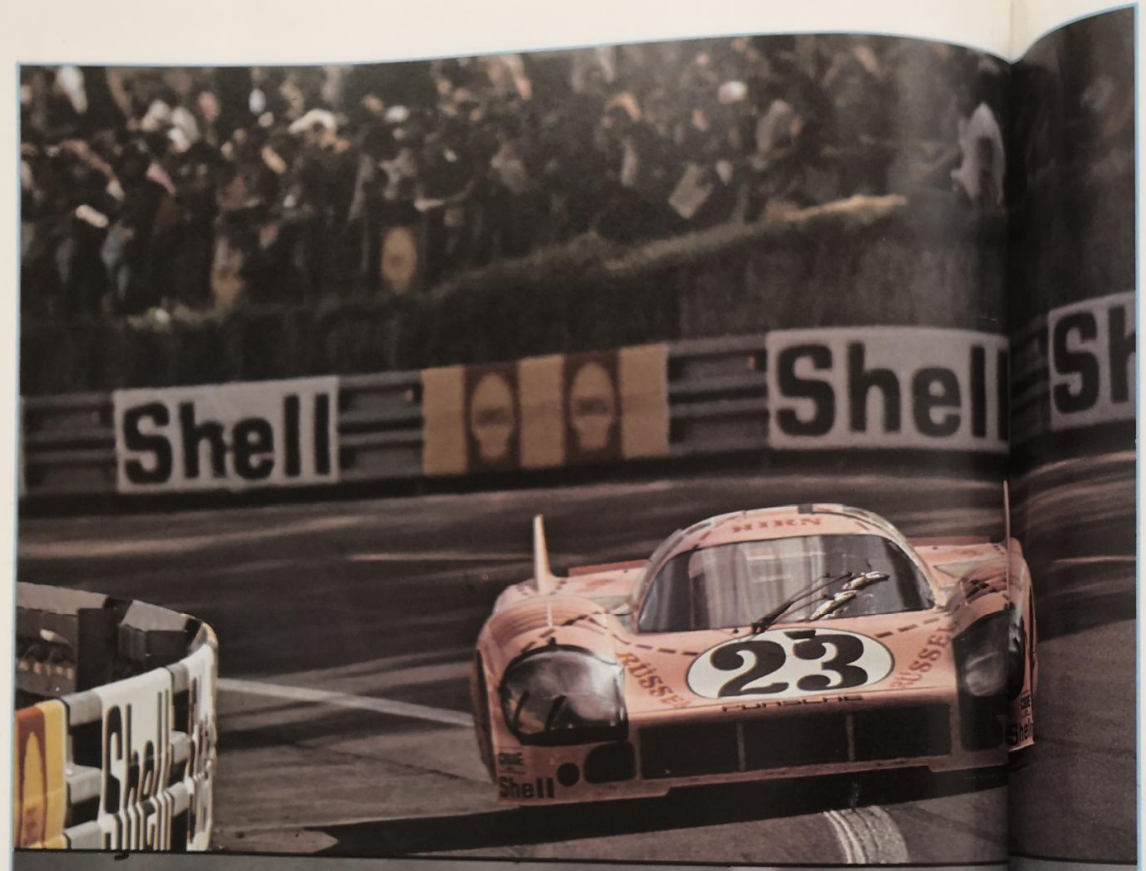
"In the meantime, we heard that it would be policy for the FIA to see all 25 of our new Porsche 917s at once. So, although it was obvious that none of the cars would ever be raced in exactly the form in which they were presented for homologation, we were forced into it. In April of 1969 we lined up 25 cars for inspection by Dean Delamont of the RAC, Herbert Schmitz of Germany and Curt Schild of Switzerland. All 25 cars were driveable: you could start the engine and drive at walking speed, but no more. Then they all had to be dismantled again because they had been assembled by almost every employee -- including messenger boys and office clerks -- from the research department, all of us working around the clock. I think quite a lot of the 30 million D-marks went into this nonsense..."

Steinemann tells another story of an expensive development for Daytona. *"We would work on weight and aerodynamics. Clearly, if you had good aerodynamics you could go faster at a really fast track like Daytona. But drivers need air for breathing and cooling, and they wanted an air duct in front of the car. Piech argued that this was impossible, a duct would increase the drag factor: instead, he fitted up the drivers with astronaut-type cooling suits with water pumps, tubing and an ice-box. It was a development that cost thousands and thousands of dollars... just to avoid cutting a hole in the front of the car!"*



High point of Rico Steinemann's driving career was his 2nd place at Le Mans in 1968, when he shared this 907 with his fellow-countryman Dieter Spoerry. (photos: DPPI)

Spa 1969: Stommelen / Herrmann and Elford / Ahrens battle it out. By mid-season, Porsche 908s like these had already captured the world championship. It was a good start to Steinemann's team-managing career. (photo: DPPI)



The "pink pig," as this special-bodied Porsche 917 was known, could not be regarded as an object of beauty. Nevertheless, its porky-pink paint job got the attention of the crowd at Le Mans in 1971, where it was raced by Kauhsen / Jöst. (photo: DPPI)

First round of the 1971 world sports car championship was here at Buenos Aires, where Siffert / Bell and Rodriguez / Oliver gave team boss John Wyer a satisfying 1-2 result. (photo: DPPI)

By the time the 1969 season was half-finished, Porsche had already won the Makes championship, using the 908, but the 917 programme was not going too well. "*So there was a big argument in Doctor Porsche's office whether we should go to Le Mans. The accountants didn't want it, of course: it would cost another million or two. But we had always been to Le Mans, and what was the championship without it? So we went to France with seven cars: two 917s, one 908 Spyder and four 908 coupes.*"

Before the start there was a major dispute with the ACO over the acceptability of the moveable flaps fitted to the 917s. By the time that the race was entering its last three hours, however, the best-placed Porsche was the 908 coupé of Gérard Larrousse and Hans Herrmann, lying 2nd to the Gulf Ford GT40 of Jacky Ickx and Jack Oliver.

"*Larrousse gained and gained until he was on the same lap as Ickx's GT40,*" Steinemann recalls. "*Then we changed drivers, and we thought that since Larrousse had been able to catch up, then Herrmann should have been capable of pulling away from the Ford. But they just went nose-to-tail in the last hour, and Herrmann lost it.*"

That race was an exception to the pattern of the season, when Ferrari had been Porsche's most dangerous rival. "*Ferrari always had a good team, first with their 3-litre prototypes and later with the big 512. But it may be remembered that Ferrari was also in Formula 1, and we felt that they were easier to beat because of this: they were fighting on two fronts, which is more difficult.*"

Today, Porsche's only serious rival is again Italian: Lancia, using a V8 turbo engine developed by Ferrari. But there is also opposition from Porsche customers with their pirvately-entered 956s, some of them like Jöst and Fitzpatrick potential race winners. When Porsche men talk about customers, though, it is clearly a sore subject. Jürgen Barth, the customer liaison man, wants to sell cars, while Singer wants the factory to win.

"*I personally prefer Lancia to win instead of a customer,*" says Singer: "*the Lancia people have gone their own way, using their own engine and their own ideas. Being beaten by a customer is not really a race. It's like me giving you a gun that I've designed and letting you shoot me!*" Falk interjects to calm the situation. "*Singer looks at it from a technical point of view. After Monza (where the Jöst 956 won), our management said it was a perfect result. They said the same after Fitzpatrick's car had won at Brands Hatch.*"

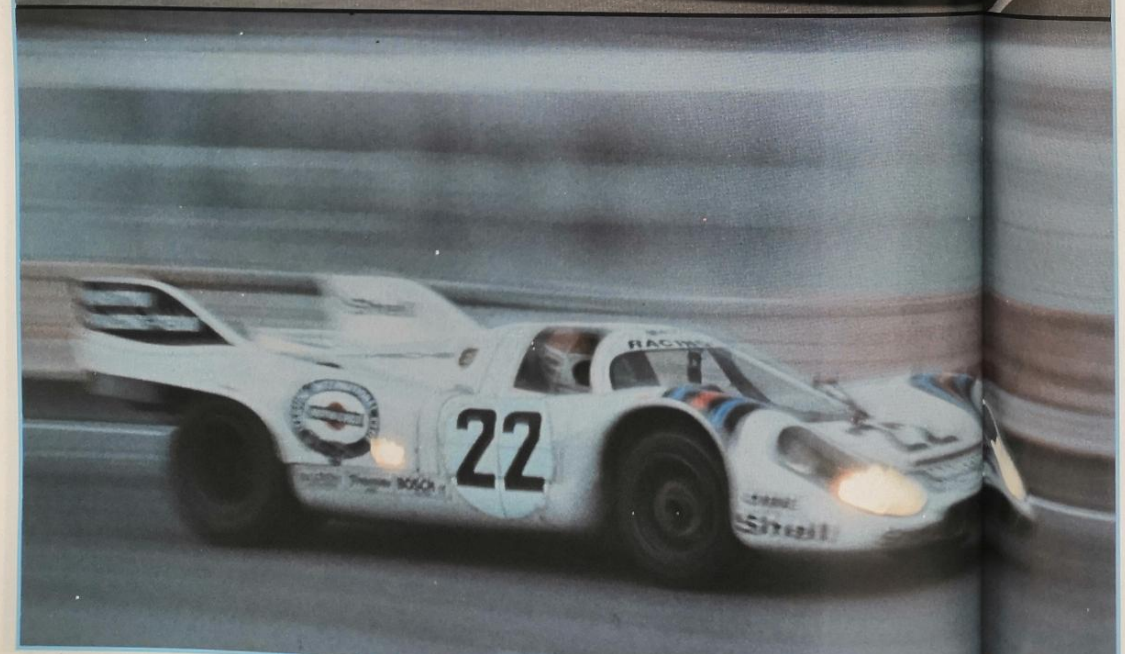
The opposition from Lancia and from customers ensures that the factory is constantly searching for improvements to its technology. Just as the 917 was developed from a difficult-to-drive monster into a relatively docile endurance machine that won world titles in 1970 and 1971, so the 956 is being modified into a faster, more driveable car. "*The Lancias are developing, they have shown themselves to be competitive already. It would be wrong to sit around and wait for them to beat us, so we must progress. And when the Lancias beat us, then we'll have to speed up our own programme.*"

For Singer, racing is a constant worry. Winning is not easy, however effortless

Mexico's Pedro Rodriguez, a true "great" of sports car racing. (photo: DPPI)

Vic Elford was Europe's best rally driver before turning his talents to sports car racing and F1. (photo: DPPI)

Rolf Stommelen took pole with the monster at Le Mans in 1969. (photo: DPPI)



Le Mans 1971: Rodriguez / Oliver and Elford / Larrousse on the front row, chased by Siffert / Bell and the midnight blue Penske Ferrari 512 of Donohue / Hobbs which sometimes worried the big Porsches. (photo: DPPI)

On the way to victory at Le Mans in 1971 are Marko / van Lennep at the wheel of the Porsche Salzburg 917. By then the big car's handling had been sorted out. (photo: DPPI)

it may look to spectators. "Our cars are rarely the same as they were in a previous race: there's always a list of as many as 15 or 20 modifications which have been made. It might just be bolts of a new specification, it might be something much bigger. Most of them will have already been tested at Weissach – we did 30 or 40 days on our test track there this year – but they haven't been tried in a race. It is always harder under competition conditions, when temperatures are higher. When we went to Monza we were supposed to have completed all our testing, but we started from the second row of the grid and finished second. That was because of the new electronic fuel injection and also because we had some new parts underneath the car which we had to modify later. At Le Mans we had a list of 50 separate new things which all had to be checked during practice!"

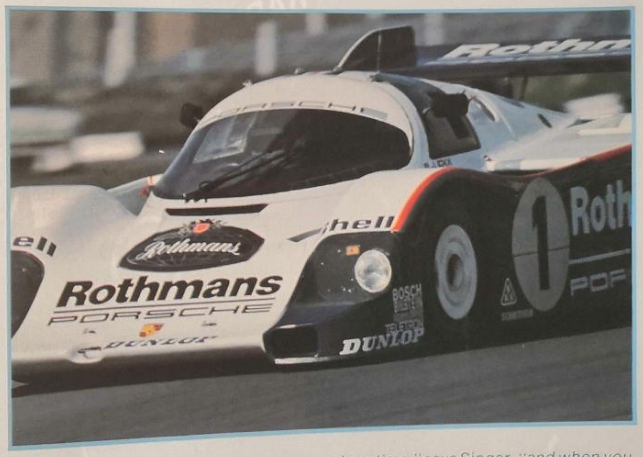
Steinemann's greatest administrative worry was looking after drivers. It was no small task, as he remembers. "It was surely the biggest team ever. Including our rally men, we had 14 drivers: they were 14 stars, 14 prima donnas, 14 difficult characters. They never would admit that they were all cogs in the same big machine, that they had been signed to do a job for us, and that all we demanded of them was that they finish 1-2-3 in every race. It didn't interest us whether it was Mr Elford or Mr Mitter who finished in first place, but they saw it in a very different way.

"When I started, I had the following drivers with contracts to be renewed: Hans Herrmann, Jo Siffert, Vic Elford, Gerhard Mitter, Rolf Stommelen and Udo Schutz. Kurt Ahrens was on a sort of semi-contract. We still needed one or two more drivers, so one of the first things I did was to sign up Brian Redman and Dickie Attwood. That immediately made extra problems for me, because the German drivers thought that I was pro-British, and some of the British drivers objected to the inclusion of other Britons."

Siffert, however, was the undisputed maestro, a point proved when Helmut Bott compared average lap times round Brands Hatch with engine performance. Despite Siffert's engine being 30 horsepower down idue to the loss of an ignition circuit), he was faster than Attwood and Redman.

These days, a more compact team gives Falk fewer headachers. And the older drivers are not necessarily paying more attention to their pensions than to their race performances, as Norbert Singer explains. "In some races you will see that the younger drivers are faster at the beginning of a race, and also faster at the end. But in between there is a small, shall we say, valley. Consistency is one of Derek Bell's great advantages. He's not a young man any more, and he's not very spectacular in practice or qualifying. But he's constant in racing. If you compare him with Bellof over the season, you'll see that he's equal. At Brands Hatch, in the rain, Bellof had that small 'valley,' but Derek was constant. You have to make the comparison over 1000kms, not one lap of practice."

The jealousy among drivers which Steinemann remembers is fortunately absent from the current Porsche team. "All our drivers except Bellof have been with us for a long time," says Singer, "and when you have a two car team, the drivers learn that everyone is getting the same chance, so they don't ask for better engines, better chassis or better tyres. They know that the cars are as equal as it is possible for us to make them."



Does Falk envy Lancia their strong line-up of experienced Grand Prix drivers? "No, our drivers have a lot of experience in endurance racing. I think it is better to have three older drivers and one youngster. If we just had young drivers, I think we would lose a lot of cars in crashes."

It is Falk, primarily the engineer, who is responsible for looking after the drivers under the Porsche banner. "I am more involved in management and in supervising the whole racing operation than I used to be," he says. He has memories still fresh in his mind of the Golden Years when Steinemann and Piech won championships for Porsche, and he certainly would not admit that winning is any easier now than it was then.

The era may not be so "crazy," but the competition and challenge are just as great as they ever were. □

Royal blue gloves on a turquoise-bound steering wheel: the dashboard of the Williams is frequently illustrated in GPI. And finding a competitive wheel to steer is a driver's most important between-season task. While some get to go testing at Ricard, Fiorano, Silverstone or elsewhere, others are having to struggle just to stay in F1. (photo: Asset)

WINDS OF CHANGE

Prost at McLaren alongside Lauda, a clean sweep at Renault, where Tambay and Warwick pick up the fallen mantle, Patrese and Cheever at Alfa, de Cesaris to Ligier... And more driver moves to come. The winds of autumn brought change.

by Keith Botsford

Ricard, Bandol, the Ile Rousse Hotel, Niki is dining alone: *"What's going to happen to John?"* he asks. A good question. One of the many that follow from Prost's abrupt departure from Renault, which shook the driver market to an unprecedented extent. Word has it that Watson was asking for a lot of money: too much for a time of retrenchment. Too much for McLaren, which grabbed at its erstwhile renegade when Renault sacked him; too much for Ligier who wanted to bring Wattie back with the temperamental Andrea de Cesaris. Signs of the times. This is a journal of the inter-season. Thus Lauda was dining alone. The inter-season is when drivers have some chance of a private life; and do their 'real work', preparing the cars for the arduous season ahead. Keke Rosberg used the time off to get married in Mauritius and shake off his lingering liver problem; at Ricard, it was testing time for the Michelin teams.

It was chillblain time at Le Castellet circuit; a hard northern high, rime on the moon at night, a chill wind.

That morning, Prost had been standing about watching while Niki practised. That oddly-assorted face of his, all bumps, was relaxed and smiling. The drama of the month before was over.

"I am impressed with the speed of an English team. New brake calipers in a month: that would have taken a year at Renault!" A few jibes are to be expected. On the past, Alain declined to be drawn; on the future, he was optimistic. What else can a driver be, in a new team? *"I don't think I'll have any cause to rue leaving Renault."* Will he have cause to rejoice at McLaren? Last time Alain was alongside a genuine rival (not an aspirant, like Eddie Cheever) things did not go so well. And Lauda is harder-nosed then René Arnoux. *"Alain is a good driver,"* says Niki. *"We would get along fine... As long as I can get him to see things my way..."*

Long waits for Prost. His seat isn't properly fitted. Lauda is in splendid, relaxed form.

"It is going to be a very hard, interesting season," says Lauda. *"The sport needs technological development. The big manufacturers will make the sport move. True, drivers is what the sport is all about, but the manufacturers still need drivers to sell. You worry about politics? Nah! The big ones have more at stake; they will be more cautious."*

To be noticed, Prost's garage is conveniently at the opposite end of the pit-lane. He stays by McLaren. No enmity or sour grapes. Also, no desire to get back to close quarters. At Renault, Patrick Tambay, full of smiles. His smile more solid than Alain's. Everyone likes Patrick, which is a corollary to the fact that Patrick likes most people.

"Back to work," says Patrick quickly. *"No break, no holiday. Just one day at home with my daughter, putting in some last duties for Ferrari, then straight to Renault. It's like the guys on the Tour de France; thirty days of that, then it's the Criterium, being-a-nice-guy-time, pressing flesh. During the season, we're not seen."* Up comes Eric Bhat, first editor of GPI and now Renault's press attaché. He has a diary of Patrick's dates for the next week. There's too much in it. What can be dropped? Not dinner with François Guiter, the corpulent Elf boss. Not an FFSA award for being thrid in the championship. What then? Patrick snorts: *"I recognize we have to put back into the sport what we take from it,"* he says. *"But I'd like to be able to play a little more with my child. Still, it's nice to get a feeling of what people think of you on the outside. There's been quite a change in a year-and-a-half!"*

Some modest satisfaction, there. But shouldn't there also have been some anger at the way Ferrari dropped him? Is Tambay too much of a gentleman?

*"I like to think I have the proper balance. You don't have to be a **** to succeed. Your own motivation should do it for you without climbing all over other people. Be tough with yourself in the car and there's no need to show aggro outside. We are all here to enjoy ourselves, to participate in the sport. Why should I pretend to be what I'm not?"* But Ferrari? *"Maybe people think I'm not a fighter in the car because I'm too controlled, too poised? Outside, I like to smoothe the edges, to create the right atmosphere."* But Ferrari?

"I don't have any bad memories, honest.

I put myself in other peoples' shoes, I try to understand. An Italian driver had to come in. That decision goes back to 1982. So, Ferrari can't have a three-car team; either René or I had to go. Maybe they waited too long, but they wanted to see how the championship turned out. Then they chose. I had eighteen months to prove myself, René's been around longer. My new frame of mind is more recent. Arnoux has more credibility. I put myself in Ferrari's shoes; 49 points against 40. The choice is just as bad either way: would the press have accepted it, if Ferrari had sacked Arnoux? I feel I'm just beginning my career with top teams. I've gained more from being at Ferrari than I've lost: given that I should have joined them in 1977. There were three teams I'd have driven for: Ferrari, Renault or Brabham. At Brabham, they can't afford two top drivers. So it was Renault, who knew all along what the score was. I've lost a little sentiment, but I've got nothing to be bitter about.

"It wasn't very well handled at the end. The timing and circumstances were awkward. Forghieri was held up by fog at Gatwick the day they all sat down to talk it out. I lost out. In the end, it is Enzo who decides. The rest just give him the information. To me, he said he had many regrets, that it was a hard decision, that he thought I'd done well and it was a shame I hadn't joined him in 1977. Yes, he remembers that! He said the door was always open for me to come back, that I was one of them."

The move itself was tranquil, the future optimistic. Optimism is the endemic disease of the F1 driver.

"I didn't know Alain had left until the famous Monday. If Renault had won in South Africa, I wouldn't have given much for my chances; but once they lost, I knew I was going there. Everyone here is girding themselves to do battle, to revenge themselves. Involvement will be total. The team went down, that's natural, after losing; now they're on the up again. I'm someone they count on to win that championship, so for me, the timing is right. I don't think they're going to give up."

I expressed a small doubt about the future at Renault. Renault had already invested hugely: what made Patrick think more money would bring success?

"It's not just money, there's going to be more brain power put in. Everyone talks about the defeat of Renault, but everyone lost last season except for Brabham. Renault are in the sport to stay, until they win. It's all part of the new industrial war. It's great for the sport."

Uh-huh. But are Renault as inventive as when they produced the turbo and revolutionized the sport?

"Like Ferrari, Renault played the reliability card this year; they froze development halfway through the season. When you give up on development, you give up on new ideas, new people. Now they have to start up again. The basic think tank is in no way inferior to the Germans or anyone else. Take the one weakness I see in the Renault, the gearbox : I'll be on their tail to make sure it gets to be as good as Ferrari's. Otherwise it's an excellent car, less tiring, less demanding than the Ferrari."

Perhaps there might be human problems?

"It's not for me to speak just as I begin. I know my friend Alain had a few problems. But everyone at Renault had done their best and he was just 'someone at Renault'. I think he went too far in his criticisms. Sure, there will always be problems, especially in such a big team. But Alain could have been a little more modest. I don't remember any departing driver ever saying the sorts of things he said about Renault. They weren't that bad!" And what did Patrick think he was bringing to Renault? *"New blood,"* he answered. *"A different approach, maybe a bit of polish. To get the message across that this is a sport and that we ought to be having fun, we ought to relax. I'm not a superstar, I'm a collaborator."*

In the neighbouring garage, Guy Ligier, huddled in a camelhair coat, rubbed his hands against the cold and the waning light of a dim sun. His mechanics were working, as they had been all day, on the superannuated, dowdy, squat, unmarked blue car, still Cosworth-powered. This year's nowhere car. And Andrea de Cesaris was trying to stuff overalls, helmet, gloves and the rest of a driver's paraphernalia into a Marlboro bag that seemed too small. Perhaps the story of his life. Except that he finally succeded, which is something he has yet to do in F1. Already he'd been off the track once earlier in the day... I reminded him of how, in mid-season, he has protested his loyalty to Alfa, and theirs to him.

"The situation was that Alfa had an agreement with me, but there was a delay in Marlboro deciding about sponsoring the team next year. Alfa got insecure and grabbed Benetton. Benetton had its own drivers, I wasn't one and that put me out. Yes, I was disillusioned, but I called Ligier and came to a quick agreement with him on a better deal than I had at Alfa. I was glad to have a drive at the last minute."

Yes, but could Ligier, whom Jacques Laffite left with the explanation (a mighty understatement) that *"the team wasn't always professional"*, offer de Cesaris any improvement on Alfa?

"Ducarouge had left Alfa, next year they'll have problems with fuel limitation, their engine only finished 30 percent of last year's races. At least the Renault engine finishes. Besides, I've seen the new car in drawings, it's good; and then we'll have Michelins and Michelins are the tyres to have next year... Not disciplined? Not professional? The Ligier nearly won the championship two seasons ago. Anyway, who says Alfa is all that organized? Would I have signed if I weren't confident?"

A rhetorical question. Drivers live within the real. Fantasy is for when you're not in F1 and want to get in.

"They have esteem for me. They need me. Here I'm the experienced driver."

Yes, it is good to be loved. Even if it means going to live in Vichy.

"Très bonne eau," Andrea says, trying out his French amid the twitches.

The next morning, a wan sun is out over Bandol: warm enough for the old men to be out at boules. At the Ile Rousse, it is breakfast time and Derek Warwick sits in stately solitude. As always, he looks compact, fresh, solid. *"A solid lad,"* Larrousse has said about him in *l'Equipe* that morning. *"Solid mentally, solid physically."* Agreed. His Dad's been around Ricard, looking just as solid as Derek.

"The decision to leave Toleman was probably the hardest I've made in my life. I've survived all these years just to be a mem-

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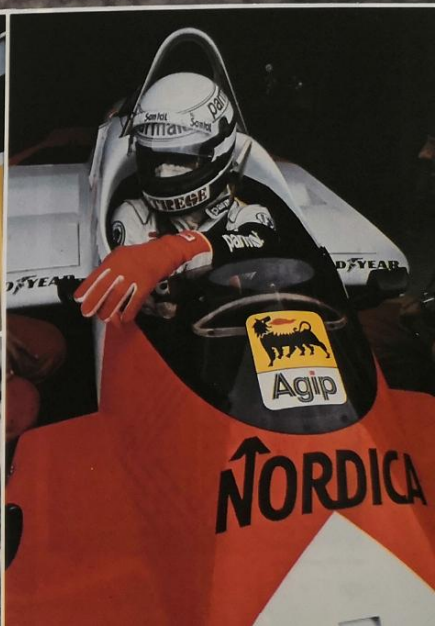


Every year finds the autumn wind setting off a curious chain reaction of driver moves. Alboreto goes to Ferrari in place of Tambay, who goes to Renault in place of Prost, who is given Watson's place at McLaren. For Patrese the situation is a little different. (photos: Asset, Bakalian, A. Orsi/Villani, Morelli-Bertier)

ber of a top team. You get automatic consideration as one of the top drivers. The four weeks in which I had talks with Renault, with Lotus — I even talked to McLaren — still proved a tear. I still worked hard to try to put together the right deal at Toleman, because I continue to believe they are one of the top teams; they just haven't got the peripheral stuff it takes to prove it. The chassis's one of the best out there, Pirelli needs more development and the engine, in a race situation, is very competitive. With a BMW, we could have drawn the sponsorship and gone racing the way we want. We didn't get the BMW. Obviously, after four years you get to know people personally: that's a tear as well. Renault never actually offered me the drive, but we had agreed I would be Number Two to Alain. They were going to make their decision after Kyalami and the rest is history."

Would he have been happy as a Number Two?

"Honestly, I don't know whether I would have made the decision. But then Gérard Larrousse came back to me and asked if Patrick came, would I be willing to drive under the same conditions. I said, no way. It was a very difficult decision, hard enough to drive as Number Two to Prost. I said I would drive as an equal until one of us was ahead on points, and then I'd do what I had to do. It's not one person's ego trip, but a whole effort. Gérard said, I thought that's what you'd say. I thought I'd blown it. Finally he called up and said the drive was mine, come down to Imola,.. I felt rejoiced, confused and sad. I didn't feel good until the Wednesday morning when I went down to Imola, sat in the car and went out of the pitlane. Then I knew I'd decided, I was in the car and I knew it was the right decision. I had an accident the next day, flat out at 150. If they hadn't found out what was wrong, it would have been Wanker Warwick, going too fast too soon. The margins are close in this game."

Changing countries, changing teams. It's never easy. Good temperament helps, but because he'd been in view at Renault for some time, he got the full treatment.

"It was great from the very first moment. The mechanics all came out and shook my hand; I was really apprehensive, but then I thought, hey, this is really allright. It was just very warm. You have to think, they've got rid of the guy they rate as one of the best in the world and here's this guy from Toleman... But then, as the week went on I proved I could test and give information, I went quickly; everyone started to gain confidence. Once you've earned that respect, then everything's OK and we can go motor racing. Patrick was a great help, too. As a Toleman driver, certain drivers — I shan't mention them — just don't respect you that much; but Patrick was one of those guys who always spoke to me."

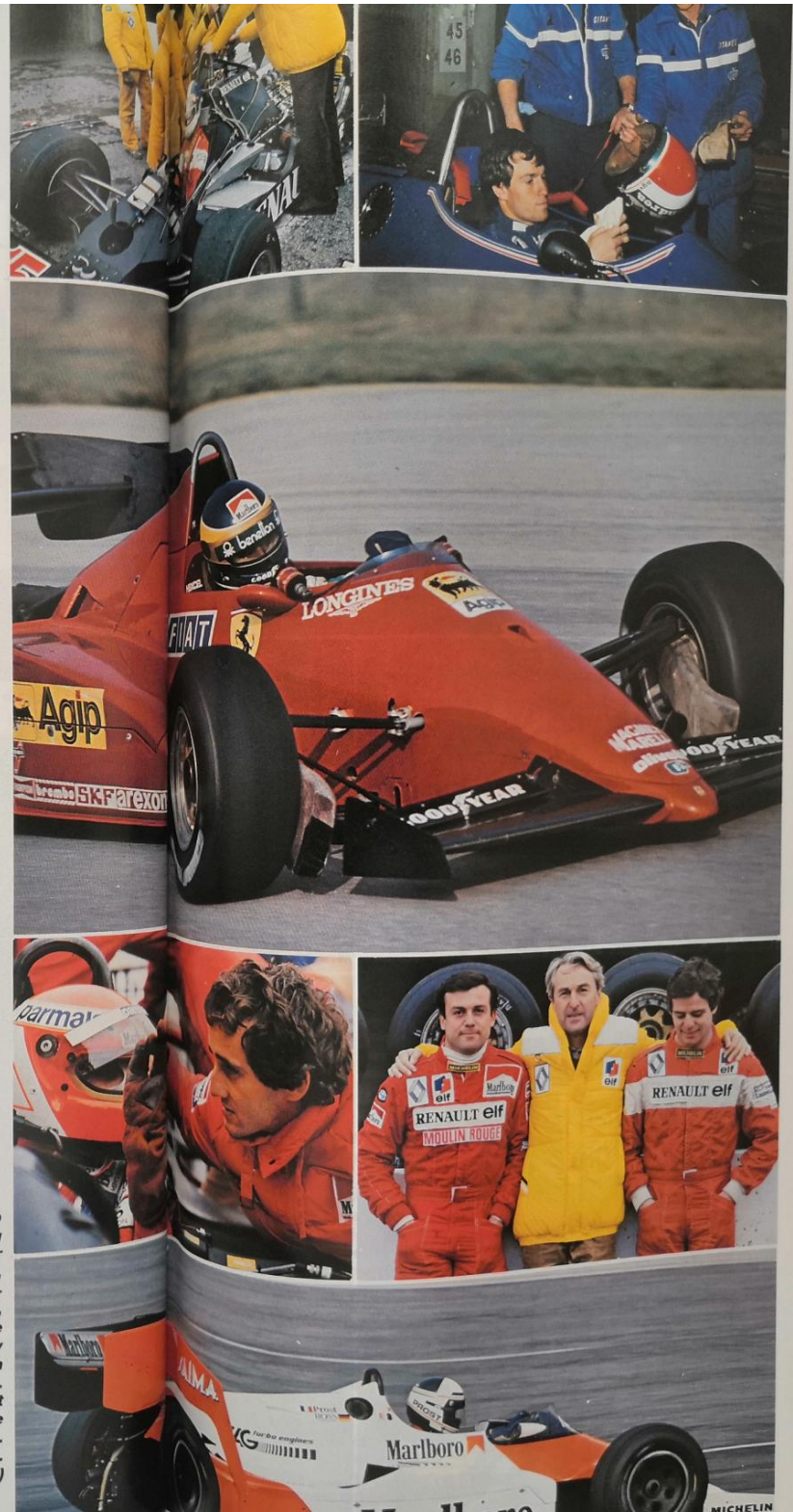
Problems of self-esteen are always present. F1 is a close world; the drivers see each other much less than the public suspects. Also, they are laconic. If some knew Warwick was good, Derek never heard it:

"I suppose if someone had asked Niki Lauda, say, he would have said, 'oh yeah, Warwick, he's OK.' No one ever said, 'he's good, you've got to watch out for him.' I think now even I know who's good and who isn't; I know who should be in the good cars and who shouldn't. But it's not bandied about. There's just a difference in status until you've proved yourself. Piquet and Lauda and Prost, they can say what they want. The rest of us are on our best behaviour. They've made their position in life. It's a long haul. I've got a fair way to go, and I've got time. But Patrick proved himself a friend. He called me when he'd agreed and I'd agreed and said, 'this is my telephone number, this is my telex number, if I can be of any help, let me know.' We told each other what we wanted out of life and we felt exactly the same. He said, 'The relationship out of the car has to be good, because I'm only in motor racing to enjoy it. If we have any aggravation out of the car, then the season is bad for me.' He said, 'If something bugs you, tell me. If I'm wearing the wrong colour shirt, just tell me; maybe I won't change it, but we both have to be aware of the problems."

Ripeness, Shakespeare said, is all. After all, Patrick has been looked down on and disregarded; that sort of understanding is therefore promising. How about adaptation? To France, to the French?

"If I'm in France, I can eat a rare steak, as long as it's good meat. But in England, I'd ask for it well done. France v. England is a press invention: Frank Williams, the newspapers, it's all good publicity. Sure, the politics are different, and I'd give a million pounds to speak French today! I'm lazy in certain ways, and language is going to be one of those ways! The engine, the nuts and bolts, that I can master; but language turns me off 100 percent. I tried with Italian, but other things always take over. "Sure I've felt the politics already. They are a manufacturer. That one word sums them up. They have to be very careful what they do, what they say. It may not be logical in terms of sport. I hope to stay out of it. If it gets to politics in the sport, I'll be for Renault. Whatever they're doing is for my advantage and what's for my advantage is best. That's the way we all work."

Enlightened self-interest, eh?



Drivers heap embarrassing praises on their new chassis, engines and co-drivers, everything in the garden is lovely and optimism reigns around. This time next yeat it could be different... (photos: Asset, A. Orsi/Villani)

Next stop was the Alfa Romeo testing track at Balocco. Drive like mad in a wretched Samba, still made it after dark. Consolation prize was catching the affable Chiti at Autodelta's headquarters in the rubble outskirts of Milan and an excellent dinner at Aimo's. Chiti collects stray animals, but his drivers he was very happy about: they'd come close to Andrea's old track record on the few remaining Michelins in the Alfa stockpile. On January 2nd, they go to Goodyears. *"Patrese says our engine is more powerful than the BMW,"* said Chiti gleefully. Problems with the engine next year? *"Everything will be new, new brakes, new electronic injection system."* Expectancy was in Chiti's air; and it was a fine Chianti and a fine dinner; if he'd gone home, Chiti explained, they wouldn't have fed him. He's supposed to be losing weight.

Caught up with Riccardo Patrese at the Falconieri restaurant in Padua. Home quarters for his fan club and a pile of letters (love letters? they were awfully thick!) which he tells the owner to open for him. Riccardo was off, without lunch, to play tennis. So that had happened to *him*?

"There was no break between me and Brabham. Relations remain excellent, it was a friendly parting. I asked for certain technical guarantees, more time to test and such; they didn't say no, but I could see it was causing them trouble with Nelson. Then I knew that as world champion, Nelson would have an even more dominant position in the team, so I decided to take another road and go to a team where I could contribute something personally. I was dropped back very much to the background at Brabham; I wanted a team that would do more for me. I wanted equality: there was no categorical 'no', but I saw the problems. Two years ago, Nelson and I were closer; this year, there was a big gap between us. I did my job. When the car worked, I was always in the points. Our cars were the same, but as is perfectly natural, the team concentrated on Nelson's car."

At Ricard, Herbie Blash had said it would be interesting to hear what Riccardo had to say about the Brabham team. His aswer follows:

"It is one of the very best teams in the business. It is organized down to the last detail. It has Gordon Murray, who is simply one of the very best, and Bernie Ecclestone who knows how to deal with money. In short, the right men in the right place. The mechanics are first-class and BMW's contribution was exceptional. To be objective, Brabham won the championship thanks to the great leap forward that BMW made at the end of the season."

Looking forward, Riccardo was sanguine. He confirmed that in a certain range, the Alfa engine was more powerful than the BMW. But in delivering that power, at the moment, he agreed the BMW was superior. But... But Alfa had never been really successful.

"In a year, I think it made great progress. Euroracing and Alfa make a good combination; the people are excellent. Everything was formerly concentrated at Autodelta and there was a certain dispersion of energy. That's not true any more. Their ideas are now clear, and I think they were perhaps looking for an experienced driver to get the proper feedback. The driver has

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his contribution to make. Allright, I left a strong team to join one that has its way to make, but I feel good about that. To win for Brabham is something the world expects of you; to win for Alfa now would be a greater achievement. It would be a double satisfaction, to recover the old Alfa Romeo tradition. Here I have more weight. Eddie and I start at par; we have to build the team and work in collaboration. Two drivers from important teams can only bring Alfa a certain advantage. Eddie now is a veteran; like me, he's been unlucky; he's undervalued; he's yet to show his full potential."

I left with a parting word from Lauda: "Ah," Niki said, *"so you're off to see the two most miserable drivers in F1. Why can't they ever smile?*

"When I have something to smile about, I know how to smile. It's better to have a natural smile than to push yourself to smile when you don't want to."

It comes down then to ambition. At Brabham, it was frustrated; at Alfa, he hopes to give it free rein.

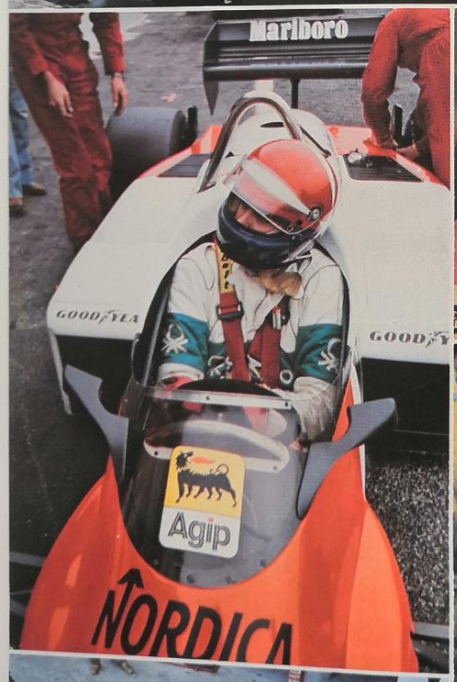
"All merit to Nelson as world champion. But Bernie Ecclestone is quoted as saying that all he asked of me was a few small sacrifices and I could have stayed. Like letting Nelson through if I was ahead. I don't call that a small sacrifice. This year, I could do what I want; what I was objecting to was the prospect for next year. Nelson and I remain good friends, but when Nelson says he doesn't want to have to fight his team-mate, that's different from Ecclestone saying the same thing. In his place, I'd say just what Nelson said. It's all in the logic of things; so is my move. I helped Nelson win, especially at Brands. That's normal. But I think he would have won anyway."

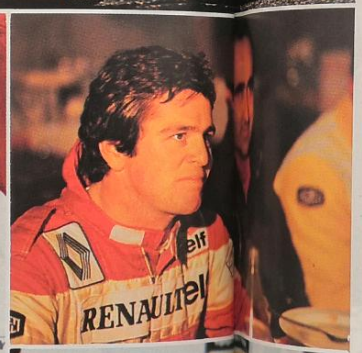
Which is rather modest on Riccardo's part. At Brands he held off Prost with a defective car, at Kyalami he held Nelson's race together and enabled him to cruise safely home. Now he reckons it's his turn.

Back to Monaco then to meet Michele Alboreto. He was an hour late, for Ken Tyrrell had presented him with the first car he drove in F1, but left the paperwork to Michele. And Customs — being what Customs is everywhere — had decided that a F1 car was worth millions, not thousands: even if it was fit only for a museum or to hang on Michele's wall. But the gesture is typical of Ken, for whom Alboreto has a genuine feeling.

Rampoldi's being on its annual closing, we had to eat, not too well, elsewhere. It didn't matter. Michele was in superb form. With one big problem; how to avoid people thinking he was now a different man, just because he now drove for Ferrari, the first Italian driver to do so in decades.

"The beginnings were difficult. I thought it best just to withdraw a little; at least from the Italian press. To let time pass, to allow them to absorb this news which, for them, was too important and too long awaited. It practically became a national issue. But I don't feel I'm a national issue. With what's going on in the world today, how can you have whole pages devoted to the fact that an Italian is driving an Italian car? As a sporting event, it should please everyone: even more, if there are results. To withdraw didn't exactly make the press happy. They thought I was playing some sort of a game. I was only insisting that I, Michele Alboreto, do not suddenly become a different human being because I drive a red car instead of a green."





Holiday homework to be done by Prost, Alboreto, Tambay, de Cesaris, Cheever and Warwick. They can't complain, though: think of the unfortunates like Watson, Jarier, Giacomelli, Johansson, Guerrero and others who've been left stranded. (photos: Asset, A. Orsi/Villani,

To drive for Ferrari is to become public property, allright. The mystique at work. But Michele insists nothing in him has changed; indeed, with Nadia at his side — schoolfriends the two of them — I could detect no strange alteration: no rampant horse written on his brow, but that same common sense which has always made him a natural in a sport of conflicting egos. He went to Ken's, to rest; to friends, to rest. Then to his tasks.

"My job is to get to know a new car and to do what I can to make it work for me. It was, after all, my first time in a turbo. First impressions were not altogether favourable; I soon found out it's no easy job. I had to change my style of driving and pull my socks up, just to survive. Even technically there are differences: when to brake, when to accelerate. I'm learning. I can't say I drive yet as I'd like to, that's why I look forward to Ricard, which is a circuit I know; just to see what sort of difference the car makes. Arnoux is still a bit faster than I am; he knows how to use the car the way he wants. I'd like to be as fast as René, but that's not the job in hand. That job is for both of us to be faster than the others. He's been very helpful."

But then Arnoux has changed too over this past year, finally understanding why he was fast. Still, help and all, getting into a Ferrari is not like getting into just any team. The expectations are great, the risks too. In this, Michele was helped by the fact that for more than a year he knew Ferrari wanted him.

"It wasn't a surprise, so there was time to prepare myself mentally. They did everything to put me at my ease. All they said the first day was: 'Here's your car, here's a track to test on, take your time, all you have to do is drive calmly.' They give you time, time to put yourself to the test as well as the car. No hurry, no pressure. It's a huge advantage to learn a bit at a time. Enzo Ferrari, Forghieri and Piccinini were a sort of welcoming committee for me. And when I got into the car, I felt like an explorer who finds a new territory but has to understand everything that happens. For instance, the gearbox is so fabulous that sometimes you don't even know you're changing gears, it's that gentle. The turbo surprised me, mentally prepared as I was; all that power coming on all at once! And the wheelspin at gearchanges; it was like the jump from F2 to F1! I'm already unhappy: to think how little I know and how much I have to learn. But the main impression I had of my first laps was confusion; I came away thinking, this is a lot harder than I thought!"

Physically, the Ferrari was a new and surprising challenge: a hundred laps and he was tired. Ninety the second day, ninety the third. And modestly, in there, he admits that he set a new track record at Fiorano. Equally quickly, he adds that he did it on qualifying tyres. A week later, on the latest Goodyear radial qualifying rubber, he topped the all-time list of fast "flat bottom" times at Ricard, with a 1m 02.55s. The radial Goodyears, as yet, are only worth a light in "Q" specification, and he dismisses the Fiorano/Ricard times as untypical.

"That led some people to think I'm some sort of phenomenon. But inside myself, I know the result lies. Driving on qualifying tyres makes driving easy. A lot's still missing. It's always that way in the sport: I win a race and everyone says how well I drove, but I know I made lots of mistakes; other races, I come in sixth, but I know I've driven at my best. That's just the disproportion between being inside and outside the sport. Or inside yourself instead of outside."

And Ferrari the man?

"After the first day's test, I went to his office. He asked me how I found the car, how I went, and then he repeated, 'calm above all, don't be in a hurry.' Because I don't want to think of him as some unearthly creature raised above the rest of us. The mechanics are more my world. I still see regularly those who worked with me when I started in racing. That is a driver's real milieu. There, everyone's on the same level: I do one job, the mechanic does another. If either of us fail, we lose. You see, it's even more important for them to have an Italian driver. After all, they've followed me since I began in F1: they greeted me with: 'At last you've made it!' And I found that I had exactly the same enthusiasm as when I first stepped into Ken's car at Imola. That's a good feeling."

I told him about Andrea's spin at Ricard. You have to know your limits, he said. You go as hard as possible without having an accident.

"It's a matter of character. You have to control yourself. Guide yourself with your own head, not with someone else's ideas. That's what makes you a man: when you know you're in charge of your own destiny."

Which is not a bad note on which to conclude the journal of an off-season travel among the new boys in the new teams: all of whom live on hope, some in retrospect, some in anticipation, some old when young, some young when old. The winds have blown, the seeds are scattered. Next year we shall see what fruit they bear.□

STATISTICS

THEORETICAL WORLD CHAMPIONSHIP ORDER BASED ON GRID POSITIONS	BRASIL	LONG BEACH	FRANCE	SAN MARINO	MONACO	BELGIUM	DETROIT	CANADA	BRITAIN	GERMANY	AUSTRIA	HOLLAND	ITALY	EUROPE	SOUTH AFRICA	POINTS TOTAL	NUMBER OF SCORES
1. TAMBAY	4	9	—	4	3	6	4	3	6	9	6	—	6	1	9	79	14
2. ARNOUX	1	6	3	9	6	2	9	9	4	6	3	4	2	—	3	75	14
3. PROST	6	—	9	3	1	3	6	4	1	3	3	3	4	3	2	57	12
4. PIQUET	3	—	1	6	1	3	6	4	1	3	3	1	3	6	4	52	14
5. PATRESE	—	—	4	2	—	1	—	2	2	—	—	1	—	—	—	32	10
6. DE ANGELIS	—	2	2	—	—	—	3	—	3	—	—	4	—	9	—	23	6
7. ROSBERG	9	4	—	—	2	—	—	—	—	1	—	—	—	—	1	16	4
8. CHEEVER	—	—	6	1	4	—	—	1	—	—	4	2	—	4	—	13	5
9. MANSELL	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	10	3
10. DE CESARIS	—	—	—	—	—	4	—	—	—	4	—	—	1	—	—	9	3
11. LAFFITE	—	3	—	—	—	—	—	—	—	—	—	—	—	—	—	3	1
WARWICK	2	1	—	—	—	—	—	—	—	—	—	—	—	—	—	3	2
13. SURER	—	—	—	—	—	—	2	—	—	—	—	—	—	—	—	2	1
14. ALBORETO	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	1	1
CONSTRUCTORS																	
1. FERRARI	2	15	3	13	9	8	13	12	15	15	15	6	10	3	12	154	15
2. BRABHAM	3	—	5	8	1	4	6	6	3	3	4	10	12	9	10	84	14
3. RENAULT	6	—	15	4	13	9	—	7	4	3	2	3	2	—	2	70	12
4. LOTUS	—	2	2	—	—	—	3	—	3	—	4	6	—	13	—	33	7
5. WILLIAMS	9	7	—	—	—	2	—	—	—	—	—	—	—	—	1	19	4
6. ALFA ROMEO	—	—	—	—	—	—	4	—	—	4	—	—	1	—	—	9	3
7. TOLEMAN	2	1	—	—	—	—	—	—	—	—	—	—	—	—	—	3	2
8. ARROWS	—	—	—	—	—	—	2	—	—	—	—	—	—	—	—	1	1
9. TYRRELL	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	1	1

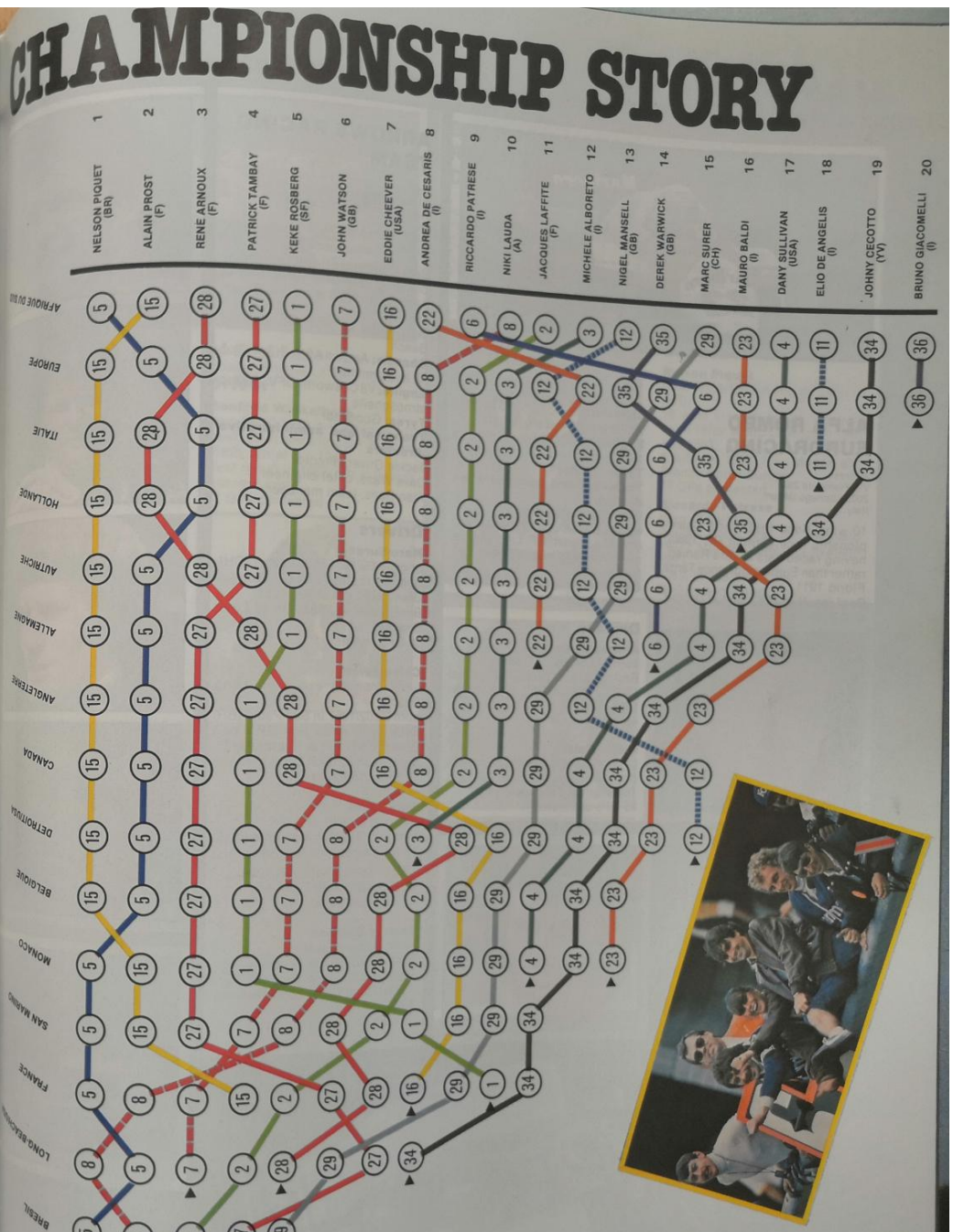
WORLD CHAMPIONS SINCE 1950

1950 : G. Farina (I) Alfa Romeo
1951 : J.M. Fangio (RA) Alfa Romeo
1952 : A. Ascari (I) Ferrari
1953 : A. Ascari (I) Ferrari
1954 : J.M. Fangio (RA) Maserati and Mercedes
1955 : J.M. Fangio (RA) Mercedes
1956 : J.M. Fangio (RA) Ferrari
1957 : J.M. Fangio (RA) Maserati
1958 : M. Hawthorn (GB) Ferrari
1959 : J. Brabham (AUS) Cooper
1960 : J. Brabham (AUS) Cooper
1961 : P. Hill (USA) Ferrari
1962 : G. Hill (GB) BRM
1963 : J. Clark (GB) Lotus
1964 : J. Surtees (GB) Ferrari
1965 : J. Clark (GB) Lotus
1966 : J. Brabham (AUS) Brabham
1967 : D. Hulme (NZ) Brabham
1968 : G. Hill (GB) Lotus
1969 : J. Stewart (GB) Matra
1970 : J. Rindt (A) Lotus
1971 : J. Stewart (GB) Tyrrell
1972 : E. Fittipaldi (BR) Lotus
1973 : J. Stewart (GB) Tyrrell
1974 : E. Fittipaldi (BR) McLaren
1975 : M. Lauda (A) Ferrari
1976 : J. Hunt (GB) McLaren
1977 : M. Lauda (A) Ferrari
1978 : M. Andretti (USA) Lotus
1979 : J. Scheckter (ZA) Ferrari
1980 : A. Jones (AUS) Williams
1981 : N. Piquet (BR) Brabham
1982 : K. Rosberg (SF) Williams
1983 : N. Piquet (BR) Brabham

WORLD CHAMPIONSHIP	BRASIL	LONG BEACH	FRANCE	SAN MARINO	MONACO	BELGIUM	DETROIT	CANADA	BRITAIN	GERMANY	AUSTRIA	HOLLAND	ITALY	EUROPE	SOUTH AFRICA	POINTS TOTAL	NUMBER OF SCORES
1. PIQUET	9	—	6	—	6	3	3	—	6	—	4	—	9	6	4	59	10
2. PROST	—	—	9	6	4	9	—	2	9	3	9	—	6	—	—	57	9
3. ARNOUX	—	4	—	4	—	—	—	9	2	9	6	—	3	—	—	49	9
4. TAMBAY	2	—	3	9	3	6	—	4	4	—	—	6	—	—	—	49	9
5. ROSBERG	—	—	2	3	9	2	6	1	—	—	—	3	—	—	—	47	7
6. WATSON	—	9	—	2	—	—	4	—	—	2	—	—	—	—	2	27	6
7. CHEEVER	—	—	4	—	—	4	—	6	—	—	3	—	4	—	—	22	6
8. DE CESARIS	—	—	1	—	—	—	—	—	—	6	—	4	—	3	6	22	6
9. PATRESE	—	—	—	—	—	—	—	—	—	4	—	—	6	—	5	15	4
10. LAUDA	4	6	—	—	—	—	—	—	1	—	1	—	—	—	9	13	4
11. LAFFITE	3	3	1	—	—	—	1	2	—	1	—	1	—	—	—	12	4
12. ALBORETO	—	—	—	—	—	—	—	9	—	—	—	1	—	—	—	11	2
13. MANSELL	—	—	—	—	—	—	—	1	—	3	—	2	—	—	—	10	3
14. WARWICK	—	—	—	—	—	—	2	—	—	—	2	—	—	—	—	10	3
15. SURER	1	2	1	—	—	—	—	—	—	—	—	3	1	2	3	9	5
16. BALDI	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—	9	4
17. DE ANGELIS	—	—	—	—	—	—	—	—	—	—	—	2	—	4	—	3	3
SULLIVAN	—	—	—	2	—	—	—	—	—	—	—	—	2	—	—	2	1
19. GIACOMELLI	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	1	1
CECOTTO	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1
CONSTRUCTORS																	
1. FERRARI	2	4	3	13	3	6	—	13	6	9	6	15	9	—	—	89	12
2. RENAULT	—	—	13	6	13	—	—	8	9	3	12	—	4	6	1	79	11
3. BRABHAM	9	—	6	—	6	3	3	3	6	4	4	—	9	1	13	72	11
4. WILLIAMS	3	3	3	3	9	3	8	4	3	1	—	4	—	13	2	72	11
5. McLAREN	4	15	—	2	—	—	—	1	1	2	1	2	—	2	—	38	10
6. ALFA ROMEO	—	—	—	—	1	—	—	—	—	6	—	1	—	—	—	34	10
7. TYRRELL	—	—	—	—	2	—	9	—	—	—	4	2	—	3	6	18	5
LOTUS	—	—	—	—	—	—	1	—	3	—	1	1	—	6	4	12	5
9. TOLEMAN	—	—	—	—	—	—	—	—	—	2	2	—	2	4	3	12	5
10. ARROWS	1	2	—	1	—	—	—	—	—	—	3	1	3	3	—	10	4
11. THEODORE	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1

THEORETICAL WORLD CHAMPIONSHIP ORDER BASED ON FASTEST RACE LAPS	BRASIL	LONG BEACH	FRANCE	SAN MARINO	MONACO	BELGIUM	DETROIT	CANADA	BRITAIN	GERMANY	AUSTRIA	HOLLAND	ITALY	EUROPE	SOUTH AFRICA	POINTS TOTAL	NUMBER OF SCORES
1. PIQUET	9	—	6	4	9	4	4	1	6	4	4	4	9	3	9	76	14
2. PROST	—	—	3	9	2	6	—	3	9	3	9	3	2	6	2	63	13
3. ARNOUX	—	—	6	—	3	—	—	—	—	—	—	—	6	—	—	44	8
TAMBAY	6	—	—	1	6	4	1	—	—	9	6	6	2	—	1	34	11
5. PATRESE	3	9	—	3	9	3	—	—	—	6	2	—	—	—	3	18	9
6. LAUDA	—	—	4	—	—	—	—	—	—	4	—	—	—	—	6	17	3
7. MANSELL	1	—	2	1	—	—	3	—	2	1	2	1	—	9	4	17	7
CHEEVER	2	4	—	—	—	9	—	—	—	1	1	—	1	1	—	16	7
9. DE CESARIS	4	—	2	—	—	6	—	—	—	—	—	—	—	4	—	15	3
10. WATSON	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	10	2
11. ROSBERG	—	2	—	—	—	3	—	—	—	—	—	—	—	—	—	6	2
12. WARWICK	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5	2
13. ALBORETO	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4	2
14. GIACOMELLI	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3	2
15. DE ANGELIS	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2
16. LAFFITE	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1
17. JARIER	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—	1	1
CONSTRUCTORS																	
1. BRABHAM	15	—	9	13	12	4	4	5	8	4	6	6	9	3	12	110	14
2. FERRARI	—	6	1	9	4	1	2	15	3	15	9	15	7	—	1	88	13
3. RENAULT	1	3	13	2	6	9	—	5	9	5	10	3	6	6	2	80	13
4. McLAREN	5	13	—	—	—	—	—	—	—	—	—	—	—	—	6	33	4
5. LOTUS	—	—	2	1	—	9	—	—	4	1	1	—	3	9	4	28	4
6. ALFA ROMEO	4	—	—	—	1	—	7	—	—	—	—	2	—	1	0	16	3
7. WILLIAMS	—	—	2	—	—	—	3	—	—	—	—	—	1	—	—	12	3
8. TOLEMAN	—	2	—	—	—	—	—	—	—	—	—	—	—	—	—	10	2
9. TYRRELL	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	5	1
10. LIGIER	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1

CHAMPIONSHIP STORY



by Didier Braillon

ALFA ROMEO EURORACING

Address:
Via Piemonte 29,
20030 Senago (Milan),
Italy.

10 wins since first World Championship race (British GP 1980), having raced cars at Alfa Romeo, rather than Euroracing, since Targa Florio 1911
Best result in 1983: 2nd at Detroit and Kyalami

Chassis: Alfa Romeo 183T/01, 02, 03, 04 and 05 in carbon fibre
Engine: V8 Alfa Romeo-Autodelta 1494cc with twin KKK turbos
Tyres: Michelin
Technical and administrative directors
Paolo Pavanello, director
Gerard Ducarouge, chief engineer until the French GP; Luigi Marmiroli, chief engineer as from San Marino GP
Carlo Chiti, director of Autodelta, engine suppliers

Drivers

Andrea de Cesaris
born 31/05/1959 in Rome (I)
Best result since first GP (Montreal 1980): 2nd at Detroit and Kyalami 1983
46 GPs contested

Mauro Baldi
born 31/01/1954 at Reggio Emilia (I)
Best result since first GP (Rio 1982): 5th at Zandvoort 1983
25 GPs contested

ARROWS RACING TEAM

Address:
39 Barton Road,
Water Eaton Industrial Estate,
Bletchley,
Milton Keynes, Bucks,
England.

Best result since first World Championship race (Rio 1978): 2nd at Anderstorp 1978 and Long Beach 1980
Best result in 1983: 5th at Long Beach
Chassis: Arrows A6/1, 2, 3, 4 (2), 5 (3) in aluminium
Engine: V8 Cosworth DFV 2993cc atmospheric
Tyres: Goodyear
Technical and administrative directors
Jackie Oliver, director
Dave Wass, chief engineer
Alan Rees, team manager

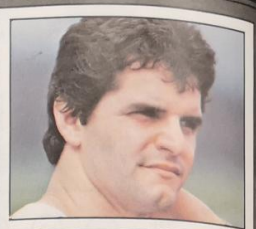
Drivers

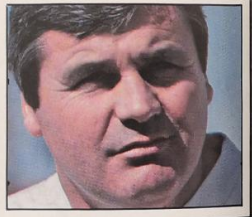
Marc Surer
born 18/09/1951 in Aresdorf (CH)
Best result since first GP (Watkins Glen 1979): 4th at Rio 1981
Best result in 1983: 5th at Long Beach
50 GPs contested

Chico Serra
(until Monaco excluding Long Beach)
born 03/02/1957 in Sao Paolo (BR)
Best result since first GP (Long Beach 1981): 6th at Zolder 1982
Best result in 1983: 7th at Monaco
18 GPs contested

Alan Jones
(at Long Beach)
born 02/11/1946 in Melborne (AUS)
12 wins since first GP (Barcelona 1975), World Champion 1980
Best result in 1983: none
97 GPs contested

Thierry Boutsen
(from Spa onwards)
born 13/07/1957 in Brussels (B)
Best result since first GP (Spa 1983): 7th at Detroit and Montreal 1983
10 GPs contested





A.T.S. ENGINEERING

Address:
Unit 2A,
Milton Road Industrial Estate,
Wantage, Oxon,
England.

Best result since first World Championship race (Long Beach 1977): 4th at Watkins Glen 1979, at Rio 1982 and San Marino 1982
Best result in 1983: 8th at Brands Hatch/Europe

Chassis: 06/01, 02 and 03 in carbon fibre

Engine: 4 cylinders in line BMW M12/13 1499 cc with single KKK turbo

Tyres: Goodyear
Technical and administrative directors
Gunter Schmid, director
Gustav Brunner, chief engineer

Driver

Manfred Winkelhock
born 06/10/1952 in Waiblingen (D)
Best result since first GP (Kyalami 1982): 5th at Rio 1982
Best result in 1983: 8th at Brands Hatch/Europe
27 GPs contested

BRABHAM-MOTOR RACING DEVELOPMENTS

Address:
Roebuck House,
Cox Lane,
Chessington,
Surrey KT9 1DG,
England.

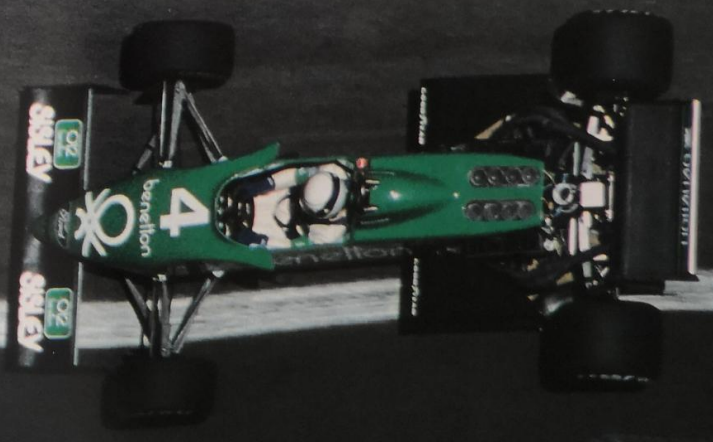
32 wins since first race in World Championship (German GP 1962)

4 wins in 1983: Rio, Monza, Brands Hatch/Europe, Kyalami
Chassis: Brabham BT 52/1, 2, 3, 4, 5 and 6 in carbon fibre
Engine: 4 cylinders in line BMW M12/13 1499cc with single KKK turbo
Tyres: Goodyear
Technical and administrative directors
Bernie Ecclestone, director
Gordon Murray, chief engineer
'Herbie' Blash, team manager

Drivers

Nelson Piquet
born 17/08/1952 in Rio de Janeiro (BR)
10 wins since first GP (Hockenheim 1978), World Champion 1981 and 1983
3 wins in 1983: Rio, Monza and Brands Hatch/Europe
77 GPs contested

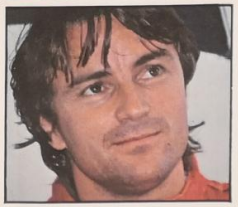
Riccardo Patrese
born 17/04/1954
2 wins since first GP (Monaco 1977): Monaco 1982 and Kyalami 1983
1 win in 1983: Kyalami
96 GPs contested



SCUDERIA FERRARI

Address:
Automobili e Corse SpA.
41053 Maranello,
Italy.

87 wins since first World Championship race (British GP 1950) ran own team with proprietary machinery since Turin GP 1948, having had own team since 1929
4 wins in 1983: Imola/San Marino, Montreal, Hockenheim and Zandvoort
Chassis: Ferrari 126C2/062, 063, 064 and 065 in aluminium until Montreal; Ferrari 126C3/066, 067, 068 and 069 in Kevlar as from Silverstone
Engine: V6 Ferrari 1496cc with twin KKK turbos
Tyres: Goodyear
Technical and administrative directors
Enzo Ferrari, director
Mauro Forghieri, technical director
Harvey Postlethwaite, research and development engineer
Marco Piccinini, team manager



Drivers

Patrick Tambay
born 25/06/1949 in Paris (F)
2 wins since first GP (Silverstone 1977)
1 win in 1983: Imola/San Marino
70 GPs contested

René Arnoux
born 04/08/1948 in Grenoble (F)
7 wins since first GP (Zolder 1978)
3 wins in 1983: Montreal, Hockenheim and Zandvoort
79 GPs contested

EQUIPE LIGIER

Address:
105 route d'Hauterive,
03200 Abrest, Vichy,
France.

8 wins since first World Championship race (Interlagos 1976).
Best result in 1983: 7th at Long Beach and Osterreichring

Chassis: Ligier JS21/1, 2, 3 and 4 in aluminium with carbon fibre strengthening panels

Engine: V8 Cosworth DFV 2993 atmospheric

Tyres: Michelin

Technical and administrative directors
Guy Ligier, director
Michel Beaujon and Hervé Guilpin, engineers
Jean-Claude Guenard, manager
Jean-Pierre Paoli, administration

Drivers

Jean-Pierre Jarier
born 10/07/1946 in Charenton (F)
Best result since first GP (Monza 1971): 3rd at Monaco 1974, Kyalami 1979 and Silverstone 1979
Best result in 1983: 7th at Osterreichring
135 GPs contested

Raul Boesel
born 26/02/1955 Curitiba (BR)
Best result since first GP (Kyalami 1982): 7th at Long Beach 1983.
23 GPs contested

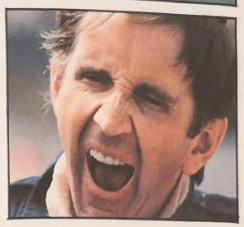
McLAREN INTERNATIONAL

Address:
Boundary Road,
Woking, Surrey,
England.

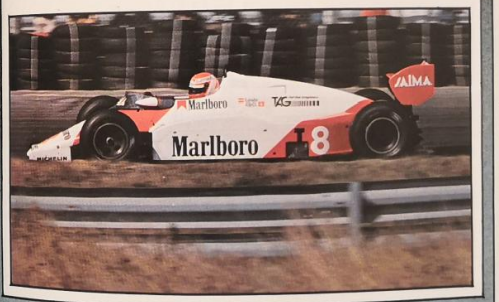
30 wins since first World Championship race (Monaco 1966)
1 win in 1983: Long Beach
Chassis: McLaren MP4-1C/02, 04, 05, 06, 07 and 08 made in carbon fibre, used until Osterreichring (Lauda) and Zandvoort (Watson); MP4-1E/01, 02 and 03 (formerly MP4-1C/05, 06 and 07) in carbon fibre as from Zandvoort (Lauda) and Monza (Watson)
Engine: V8 Cosworth DFV, 2993 cc atmospheric in the MP4-1Cs, V6 TAG-Porsches, 1499cc with twin KKK turbos in theMP4-1Es
Tyres: Michelin
Technical and administrative directors
Ron Dennis, managing director
Creighton Brown, assistant director
John Barnard, technical director

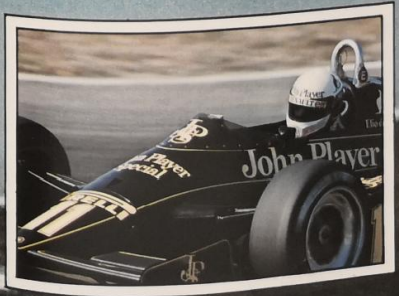
Drivers

John Watson
born 14/05/1946 in Belfast (GB)
5 wins since first GP (Silverstone 1973)
1 win in 1983: Long Beach
151 GPs contested



Niki Lauda
born 22/09/1949 in Vienna (A)
19 wins since first GP (Zeltweg 1971), World Champion 1975 and 1977
Best result in 1983: 2nd at Long Beach
141 GPs contested.

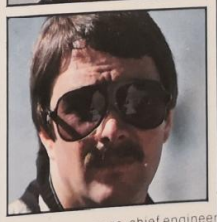




TEAM LOTUS

Address:
Ketteringham Hall,
Wymondham,
Norfolk NR18 9RS,
England.

72 wins since first World Championship race (Monaco 1958)
Best result in 1983: 3rd at Brands Hatch/Europe
Chassis: 92/05 and 10 in carbon fibre for Mansell until Montreal; 93T/01 and 02 for de Angelis until Montreal; 94T/01, 02 and 03 in carbon fibre for both drivers from Silverstone
Engines: V8 Cosworth DFV 2993cc atmospheric in the 92s, V6 Renault EF1 1492cc with twin KKK turbos in the 93Ts and 94Ts
Tyres: Pirelli
Technical and administrative directors
Peter Warr, director
Tony Rudd, technical director



Gerard Ducarouge, chief engineer from Silverstone

Drivers

Elio de Angelis
born 26/03/1958 in Rome (I)
1 win since first GP (Buenos Aires 1979)
Best result in 1983: 5th at Monza
72 GPs contested

Nigel Mansell
born 08/08/1954 in Upton-on-Severn (GB)
Best result since first GP (Osterreichring 1980): 3rd at Zolder 1981, at Rio
1982 and Brands Hatch/Europe
1983
Best result in 1983: 3rd at Brands Hatch/Europe
43 GPs contested

OSELLA SQUADRA CORSE

Address:
Strada Brandizzo 245,
Volpiano, Turin,
Italy.

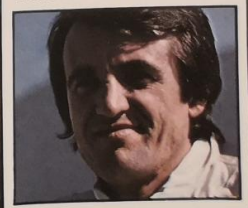
Best result since first World Championship race (Kyalami 1980): 4th at Imola/San Marino 1982
Best result in 1983: 10th at Osterreichring

Chassis: Osella FA1D/01 and 02 in aluminium until Paul Ricard (Ghinzani) and Montreal (Fabi); FA1E/01, 02 and 03 in combined aluminium/carbon fibre as from Imola/San Marino (Ghinzani) and Silverstone (Fabi). FA1E/01 comprised no carbon fibre. 02 and 03 were of a new design and appeared at Silverstone
Engines: V8 Cosworth DFV 2993cc atmospheric in the FA1Ds. V12 Alfa Romeo-Autodelta 1260 2995cc atmospheric in the FA1Es.
Tyres: Michelin
Technical and administrative directors
Enzo Osella, director
Tony Southgate, chief engineer

Drivers

Corrado Fabi
born 12/04/1961 in Milan (I)
Best result since first GP (Rio 1983): 10th at Osterreichring 1983
9 GPs contested

Piercarlo Ghinzani
born 16/01/1952 in Riviera d'Adda (I)
Best result since first GP (Zolder 1981): 11th at Osterreichring 1983
8 GPs contested



RAM AUTOMOTIVE

Address:
5, Telford Road Industrial Estate
Bicester, Oxon.
England.

Best result since first World Championship race (Jarama 1976, did not qualify): 7th at Silverstone 1981 (March 811) and 7th at Detroit 1982 (March 821).
Private team having run Brabham (1976), March (1977), Williams (1980) and March (1981/1982) in Grands Prix.
Chassis: RAM 01/1, 2 and 3 in aluminium
Engine: V8 Cosworth DFV 2993cc atmospheric
Tyres: Pirelli
Technical and administrative directors
John Macdonald, director
Mick Ralph, assistant director
Dave Kelly, chief engineer

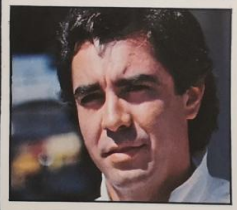
Drivers

Eliseo Salazar
(until Monaco)
born 04/11/1954 in Santiago (RCH)
Best result since first GP (Imola/San Marino 1981): 5th at Imola/San Marino 1982.
Best result in 1983: 15th at Rio
24 GPs contested

Jean-Louis Schlesser
(at Paul Ricard)
born 12/09/1952 in Paris (F)
did not qualify at Paul Ricard 1983
No GPs contested

Jacques Villeneuve
(at Montreal)
born 04/11/1955 in Chambly
did not qualify at Montreal 1981, Las Vegas 1981 and Montreal 1983
No GPs contested

Kenny Acheson
(from Silverstone onwards)
born 27/11/1957 in Cookstown (GB)
Best result since first GP (Kyalami 1983): 12 th at Kyalami 1983
1 GP contested



RENAULT SPORT

Address:
Renault Sport.
34, Quai du Point-du-Jour.
92109 Boulogne-Billancourt.
France.
Factory: Usine Amedee Gordini.
1, av du President Kennedy.
91170 Viry-Chatillon
France.

15 wins since first World Championship race (Silverstone 1977)
4 wins in 1983: Paul Ricard, Spa, Silverstone and Osterreichring

Chassis: Renault RE30C/10, 11 and 12 in aluminium until Rio (Prost) and Long Beach (Cheever); Renault RE40/00, 01, 02, 03, 04, 05 and 06 in carbon fibre from Long Beach (Prost) and Paul Ricard (Cheever)

Engine: V6 Renault EF1 1492cc with twin KKK turbos
Tyres: Michelin

Technical and administrative directors
Gerard Larrousse, director
Bernard Dudot, technical director, engines
Michel Tetu, chief engineer, chassis
Jean Sage, team manager

Drivers

Alain Prost
born 24/02/1955 at Saint Chamond (F)
9 wins since first GP (Buenos Aires 1980)
4 wins in 1983: Paul Ricard, Spa, Silverstone and Osterreichring
57 GPs contested

Eddie Cheever
born 10/01/1957 at Phoenix (USA)
Best result since first GP (Kyalami 1978): 2nd at Detroit 1982 and Montreal 1983
Best result in 1983: 2nd at Montreal
54 GPs contested

THEODORE RACING

Address:
Barnsley Road,
Garretts Green Industrial Estate,
Birmingham 33,
England.

Best result since first World Championship race (Kyalami 1978) having incorporated Team Ensign (first GP: Paul Ricard 1973; best race: 4th at Rio 1981): 6th at Long Beach 1981
(Teddy Yip having run proprietary chassis since Silverstone 1977)

Chassis: Theodore N183/ 16, 17 and 18 based on Ensign MN 182 from 1982, made in aluminium/carbon fibre combined
Engine: V8 Cosworth DFV, 2993cc atmospheric
Tyres: Goodyear
Technical and administrative directors
Theodore 'Teddy' Yip, director
Morris Nunn, assistant director before resigning at end of season
Nigel Bennett, technical director

Drivers

Roberto Guerrero
born 16/11/1958 in Medellin (COL)
Best result since first GP (Rio 1982): 8th at Hockenheim 1982
Best result in 1983: 12th at Zandvoort, Monza and Brands Hatch/Europe
19 GPs contested

Johnny Cecotto
born 25/01/1956 in Caracas (YV)
Best result since first GP (Rio 1983): 6th at Long Beach 1983
9 GPs contested

SPIRIT RACING

Address:
243 Gresham Road,
Slough, Buckinghamshire,
England.

Best result since first World Championship race (Silverstone 1983): 7th at Zandvoort 1983

Chassis: Spirit 201C/04 and 05, Spirit 101/1, made of aluminium

Engine: V6 Honda B7LE, 1499cc with twin KKK turbos

Tyres: Goodyear
Technical and administrative directors
John Wickham, director
Gordon Coppuck, chief engineer

Driver

Stefan Johansson
born 08/09/1956 in Baxjo(S)
Best result since first GP (Argentine 1980 — did not qualify. Silverstone 1983 — qualified): 7th at Zandvoort 1983
6 GPs contested

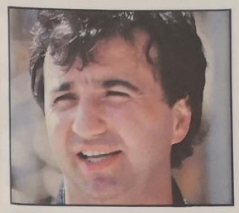
TOLEMAN MOTORSPORT

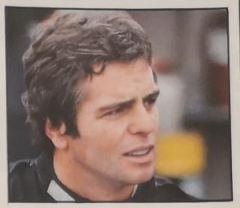
Address:
Toleman Motorsport
Unit 9,
Witney Trading Estate,
Station Lane,
Witney, Oxon.
England.

Best result since first World Championship race (Monza 1981): 4th at Zandvoort and Kyalami, 1983
Chassis: Toleman TG183B/01, 02, 03, 04 of carbon fibre
Engine: straight 4 cylinder Hart 415T, 1494cc with single Garret turbo until Osterreichring, then Holset
Tyres: Pirelli
Technical and administrative directors
Alex Hawkridge, director
Rory Byrne, chief engineer
Roger Silman, team manager

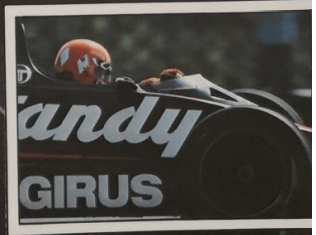
Drivers

Derek Warwick
born 27/08/1954 in Alresford (GB)
Best result since first GP (Monza 1981): 4th at Zandvoort and Kyalami 1983
28 GPs contested





Bruno Giacomelli
born 10/09/1952 in Borgo Poncarale (I)
Best result since first GP (Monza 1977): 3rd at Las Vegas 1981
Best result in 1983: 6th at Brands Hatch/Europe
69 GPs contested



WILLIAMS GRAND PRIX ENGINEERING

Address:
Unit 10
Station Road Industrial Estate
Didcot, Oxon
England

17 wins since first World Championship race (Brands Hatch 1972), having raced proprietary chassis since Barcelona 1969
1 win in 1983: Monaco
Chassis: Williams FW08C/02, 06, 07, 08 and 09 made in aluminium, used until Brands Hatch/Europe; Williams FW09/01 and 02 made in aluminium with carbon fibre strengthening (fuel tank) at Kyalami
Engines: V8 Cosworth DFV, 2993cc atmospheric in the FW08Cs; V6 Honda B7LE, 1499cc withe twin KKK turbos in the FWO9s
Tyres: Goodyear
Technical and administrative directors
Frank Williams, director
Patrick Head, chief engineer
Frank Dernie, aerodynamicist

Drivers

Keke Rosberg
born 06/12/1948 in Stockholm(S), Finnish nationality
2 wins since first GP (Kyalami 1978), World Champion 1982
1 win in 1983: Monaco
67 GPs contested

Jacques Laffite
born 21/11/1943 in Paris(F)
6 wins since first GP (Nurburgring 1974)
Best result in 1983: 4th at Rio and Long Beach
136 GPs contested

Jonathan Palmer
(at Brands Hatch/Europe)
born 07/11/1956 in London (GB)
Result in sole GP (Brands Hatch/Europe): 13th
1 GP contested

TYRRELL RACING ORGANISATION

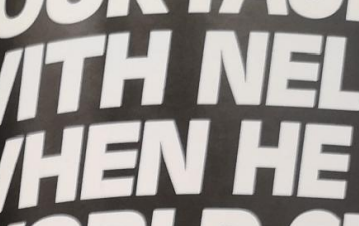
Address:
Long Reach
Ockham, Woking
Surrey GU23 6PE
England

23 wins since first World Championship race (St Jovite 1970), including 10 wins running proprietary chassis since Kyalami 1968
1 win in 1983: Detroit
Chassis: Tyrrell 011/2, 3, 4, 5, 6, made in aluminium, used until Osterreichring (Alboreto) and Monza (Sullivan); Tyrrell 012/1 and 012/2 of combined aluminium/carbon fibre from Zandvoort (Alboreto) and Brands Hatch/Europe (Sullivan)
Engine: V8 Cosworth DFV, 2993cc atmospheric
Tyres: Goodyear
Technical and administrative directors
Ken Tyrrell, director
Maurice Philippe, chief engineer

Drivers

Michele Alboreto
born 23/12/1956 in Milan (I)
2 wins since first GP (Imola/San Marino 1981)
1 win in 1983: Detroit
41 GPs contested

Danny Sullivan
born 9/03/1950 in Louisville (USA)
Best result since first GP (Rio 1983): 5th at Monaco 1983
15 GPs contested



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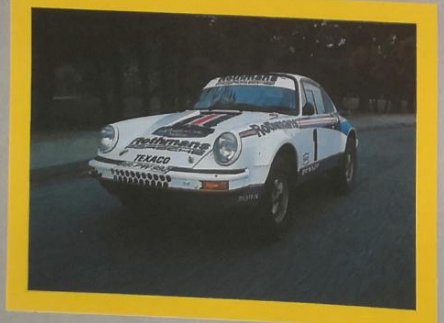

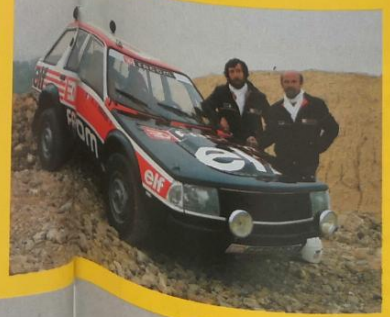

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Marlboro British FORMULA 3 CHAMPIONSHIP

Perhaps we should have known that, in the end, it was likely to be something of a let-down. The Hollywood hype called for a tyranical director and a malleable cast of characters to achieve its promise, and motor racing — thank God — has yet to surrender to such stereotypes.

by Noël Scholey

What we got instead, was a final and deciding round of the Marlboro British Formula 3 Championship in which Brazil's Ayrton Senna ended the sesson in a manner quite as dominant as that in which he started it. At Thruxton, the last of 20 testing rounds, he was in a class apart. The serene Senna who has been there and back and there again in the course of eight English months, and emerged infinitely the better for it.

His only real rival, Martin Brundle, had his only off day of the season and paid dearly for it. Beaten at Thruxton into third place, he was phlegmatic rather than embittered, a response which typifies the man and characterises the essential difference in nature and temperament between the two drivers who rescued this year's championship from mediocrity. For, make no mistake, whatever the Marlboro series lacked in depth, it more than compensated for in showcasing two outstanding talents. Both Senna and Brundle are blessed with all the qualities of world championship winning ability. Both are at least the equal of any previous winner of the British Formula 3 series, and the record books tell their own tale of what that implies.

As we go to press, it seems more than likely that both will have secure seats in Grand Prix teams in 1984, Senna with Toleman and Brundle with Tyrrell. Senna has the vision of his countrymen Fittipaldi and Piquet, both double World Champions and past winners of the British Formula 3 series, to inspire him. Brundle can write his own history.

As if to emphasise that Senna and Brundle are head and shoulders above their contemporaries, each met and defeated the cream of European F3 competition at different times during the year. In this respect, Brundle took distinctly more initiative then his Brazilian tormenter, and reaped suitably richer rewards. Punted out of contention in the Monaco race, he nevertheless dominated the three Euro F3 rounds at Silverstone, Osterreichring and Donington Park.

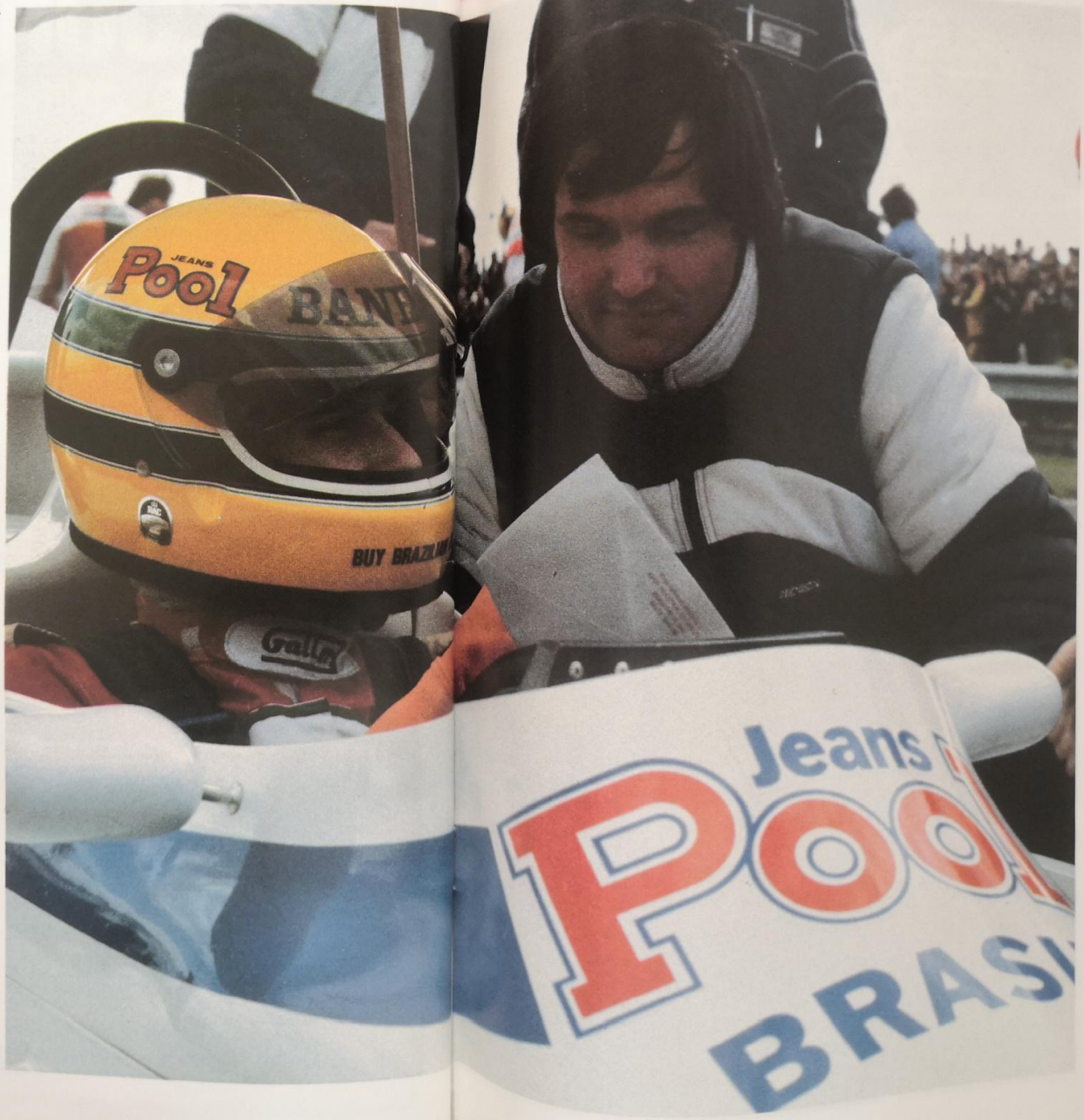
Senna ignored Monaco, committed the first of a series of *faux pas* at Silverstone, and once again eschewed the challenge of Austria and Donington. But with Marlboro series title firmly in his posession, he travelled at the end of the year to Macau and thrashed everyone else out of sight.

Finally, both drivers had their first opportunities to drive Formula 1 cars at the end of the sesson, and both acquitted themselves brilliantly. Senna's first outing was in a Williams at Donington, and he immediately showed that 500+ bhp held no fears for him. Later on, as reward for their Formula 3 performances, both he and Brundle were strapped into a McLaren at Silverstone, and both drove like veterans with Senna marginally the quicker. Then Brundle earned eulogies from 'Chopper' himself for his handling of a Tyrrell at Silverstone, and both drivers were also given tests in a Toleman. In no time at all, the pair of them had vaulted to the head of an ever lengthening line of Grand Prix hopefuls. What John Watson, Jonatan Palmer *et al* make of all this is anybody's guess...

AYRTON SENNA

Twelve victories out of 20 races — nine of them in record-breaking sequence at the start of the championship — bespeak a very special talent, and 23-year-old Senna is unquestionably just that.

Bolstered by five championship titles in the Ford formulae, Senna came to the 1983 Marlboro series with his maiden Formula 3 victory (in the 1982 televised Thruxton event) already under his belt.



Singular and egocentric by nature — no bad thing in a racing driver — he shrewdly opted to run with a team in which he would have solus billing and attention, West Surrey Racing. It was a perfect matching of ambitions and abilities, for WSR's Dick Bennetts is cast in the same mould. Indeed, the intensity of purpose which Senna and Bennetts displayed throughout the season was, on occasion, awesome to behold. Only when the initiative began to slip from their grasp in the second half of the season did the slightest suggestion of fallibility begin to show.

Until that point, they had made the championship their own private domain, winning almost as they pleased, detached and secure in their own climate of excellence.

In the end, it was this very single-mindedness which proved to be their Achilles' heel. So dedicated were they to winning the Marlboro title to the exclusion of all else that they passed up the beckoning challenge of Monaco and other European Formula 3 events.

In the scheme of things, it wasn't a bad decision, just a wrong decision. For, while Senna sat it out, Brundle ventured abroad, winning friends and winning races. Senna had to justify his absence, and was pilloried for failing to take up the gauntlet of what, in some quarters, was reckoned to be superior opposition. The argument was specious, but that is irrelevant. Senna was placed in the dock and found wanting if not guilty. Motor racing politics and strategy are like that.

Suddenly, he was on the defensive, and that changed everything. The psychological and emotional advantage had shifted in Brundle's favour, and Brundle exploited it to the full. It is a telling insight to Senna's strength of character that he made such a come-back when the chips were down.

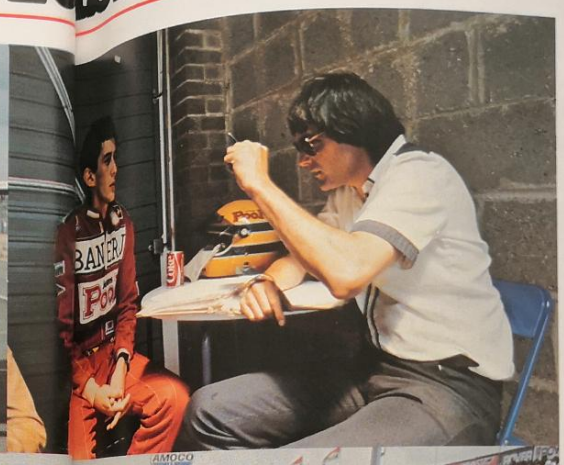
All of which tends to overlook Senna's ability behind the wheel, and Heaven knows, that's what the fans pay to see.

On that score, the man in the grandstand can never complain about beng short-changed by Ayrton Senna. By any standards, he is truly exceptional. He combines blinding pace with innate precision. Like all the great drivers, he insists upon dominating and winning his races from the front. He is never satisfied with second place, he is unable to rationalise being beaten. He has the stamp of a future world champion all over him, and the abiding belief that that is where his destiny lies.

Marlboro British FORMULA 3 CHAMPIONSHIP

As a journeyman in the precarious and volatile world of motor racing, he has shown himself in 1983 to be short of only one essential article of passage. No doubt he will be obliged to acquire it during his first season of Formula 1. We are talking about temperance, the cool headed race-craft that compliments inspiration with intelligence, that separates (in Eddie Jordan's words) the megastar from the superstar.

There were moments in his championship year when Senna made it harder on himself than it needed to be, simply because discretion deserted him at the crucial moment. One suspects that the lesson was well learned.
Watch out world!



MARTIN BRUNDLE

Comparisons are odious, but it is nevertheless tempting to view the 24 year old Kings Lynn driver not only in the context of the competition in this year's championship, but in the broader spotlight cast by previous British Formula 3 stars. Between March and October, he earned a rightful place alongside any of them at the same stage of their careers — bar none.

Consider. In 1983, Brundle started all twenty Marlboro races and failed to finish only one when Senna took him off at Oulton Park. He won six events and finished second in all the others except two, where he finished third. He contested and walked away with three Euro F3 rounds, tangled with other cars at Monaco and Macau, and still found time to sell Toyotas for his Dad during the week and race ETC Jaguars for Tom Walkinshaw whenever an idle moment presented itself.

Yet it didn't come as easy as it sounds. Though clearly brimming with talent, he probably lacks Senna's outright pace. Moreover, he spent the first half of the season smarting from being dropped from the lucrative BP drive which went to Calvin Fish and worrying about a shoestring budget. Inevitably, that inhibited his natural inclination to mix it and damn the consequences. Only when his own psyche and Eddie Jordan's shrewd judgement finally 'let him off the lead' did he really feel free to let rip.

The transformation was explosive. He took control of the championship and came within an ace of snatching the title. Throughout — even after the Austrian tragedy which took the life of his close friend and personal mechanic, Rob Bowden, to say nothing of destroying his regular race car — he retained a perfect and measured control both on and off the track. He was never less than thoroughly open and amiable, totally approachable and — significant this — utterly integrated with his team and team-mate, Allen Berg. It goes without saying that he has had an eas y time beating off the British companies who want to sponsor his progress into Grand Prix racing, but it would be wrong to overlook the invaluable backing that he has had this year from Seger Gas Detecton and Racing For Britain. Without that and the brilliant preparation, support and management provided by Eddie Jordan Racing, he would surely have been just another statistic, a Brit with all the promise and talent to take him to the top but no company with the wit to finance him.
Let's hope that Ken Tyrrell and the Ford Motor Company with their exciting — but mysterious — new engine project will be able to look back on a wise decision to invest in Brundle when the time was right.

BEST OF THE REST

It must be hell competing in a series, particularly one as significant and prestigious as the Marlboro British F3 series, which is so totally dominated by just two drivers. Unless that is, you're one of them. Unfortunately for Davy Jones, Calvin Fish, Allen Berg, Mario Hytten, David Leslie and the rest, they were not either of the chosen two.

Each in his different way came to the Marlboro series with high expectations and, let it be said, not a few glittering credential between them.

Jones, with his 'swift kid' reputation took a big buck budget to Murray Taylor Racing, yet never quite looked like winning a race. A string of high places, interspersed with demolition work (surely Mr Taylor's most expensive and character building season to date, this one) earned him third place in the championship and the favourites tag for next year. Fish, beneficiary of the BP money and fourth overall behind Jones, did actually win a race when Senna and Brundle made their premature exit from the first Oulton scrap, but for Calvin it was a less than dazzling season which must raise a big question mark against his future.
New boy Berg, the only other driver to win a race when he scooped the Marlboro section of the Silverstone Euro round, had to learn the F3 ropes and British circuits from scratch. By season's end, GPI's man was regularly in the frame and improving with each race. He made too many mistakes in '83, but he's coming back next year and is sure to be a tough challenger for the title, especially if he renews his productive association with Eddie Jordan. Fifth place this season is perhaps worse than he merited, but he's made of stern stuff and did it all the hard way this year. Mario Hytten and David Leslie both had patchy seasons due to money problems. Both deserve much better, particularly Leslie who is a proven winner.

Of the rest, Johnny Dumfries stands out as an obvious candidate for better things. On occasions he was impressively quick, especially on "Euro" rubber at Silverstone, and a 1983 Grovewood Award reflected his undoubted potential.

As for next year, who can tell? The regulations are unchanged, but it will be the last year for true ground effect cars, thank the Lord (but not the FISA, RAC or Ron Tauranac!). Some of the 'Old Boys' will be back, and if people like Andrew Gilbert-Scott, Andy Wallace and Mauricio Gugelmin get their hands on F3 budgets, then the series is bound to produce its usual crop of surprises and entertaining racing. Will it produce another Senna, another Brundle? That would be almost too much to hope for, but the Marlboro series has a way of bringing out the best.

Next year, there will be only seventeen races, two of them in Europe. That much we know. Meantime, please Mr Philip Morris, don't keep us guessing any longer. May we have our Marlboro back again?

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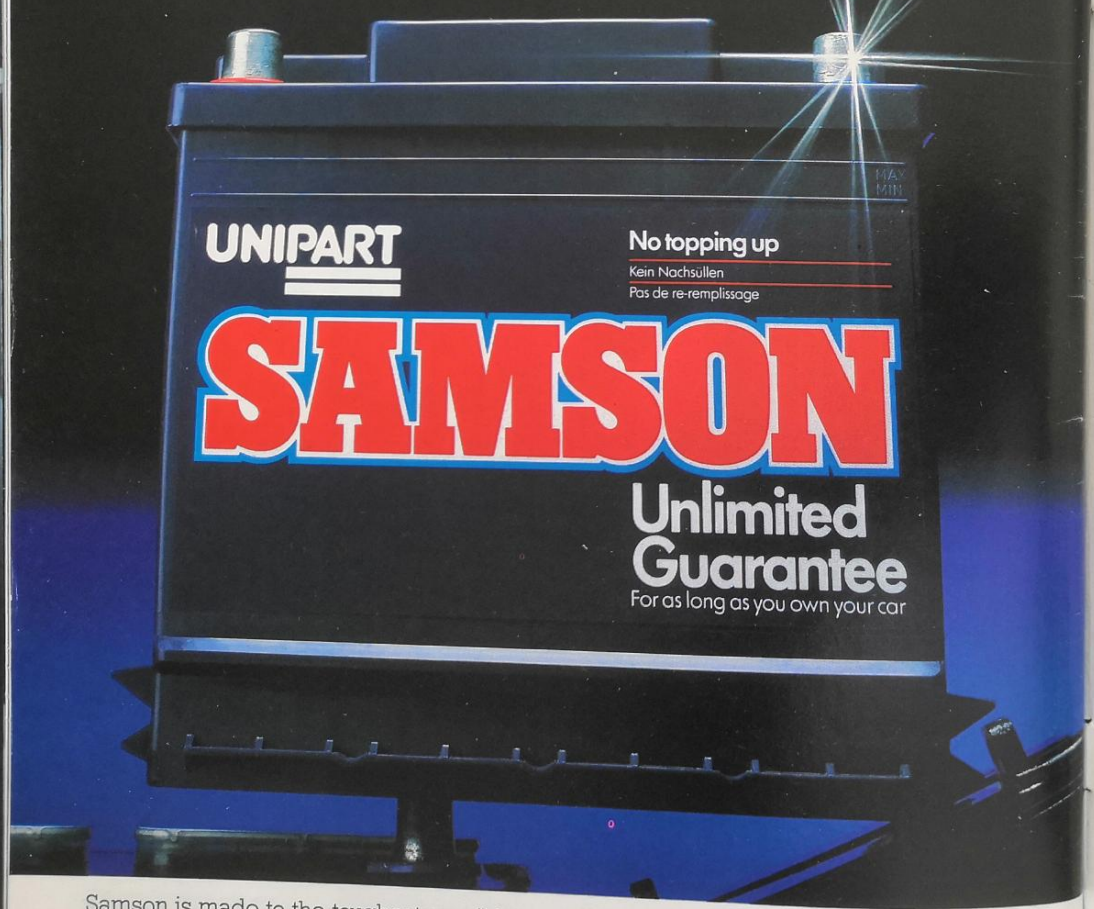

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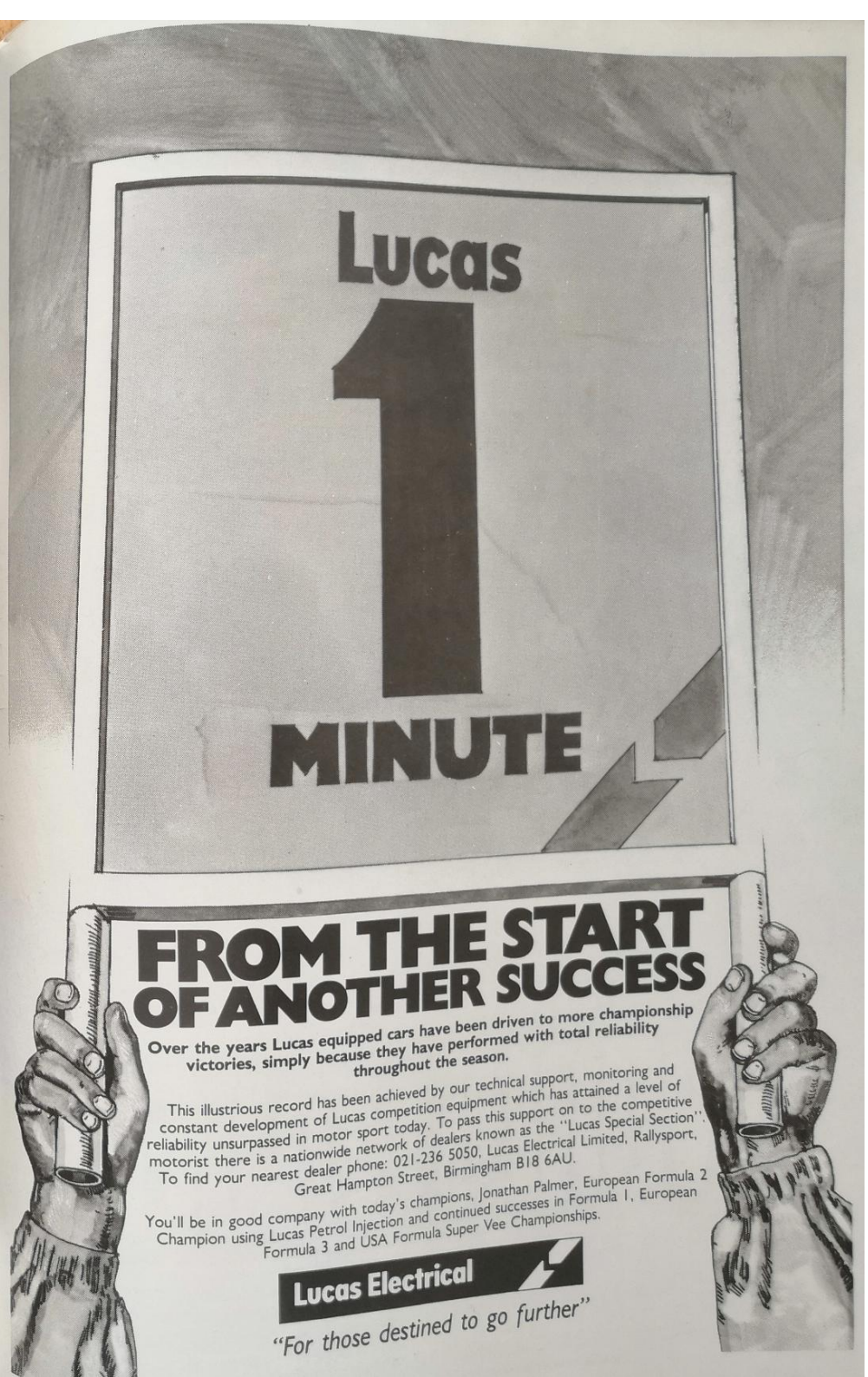

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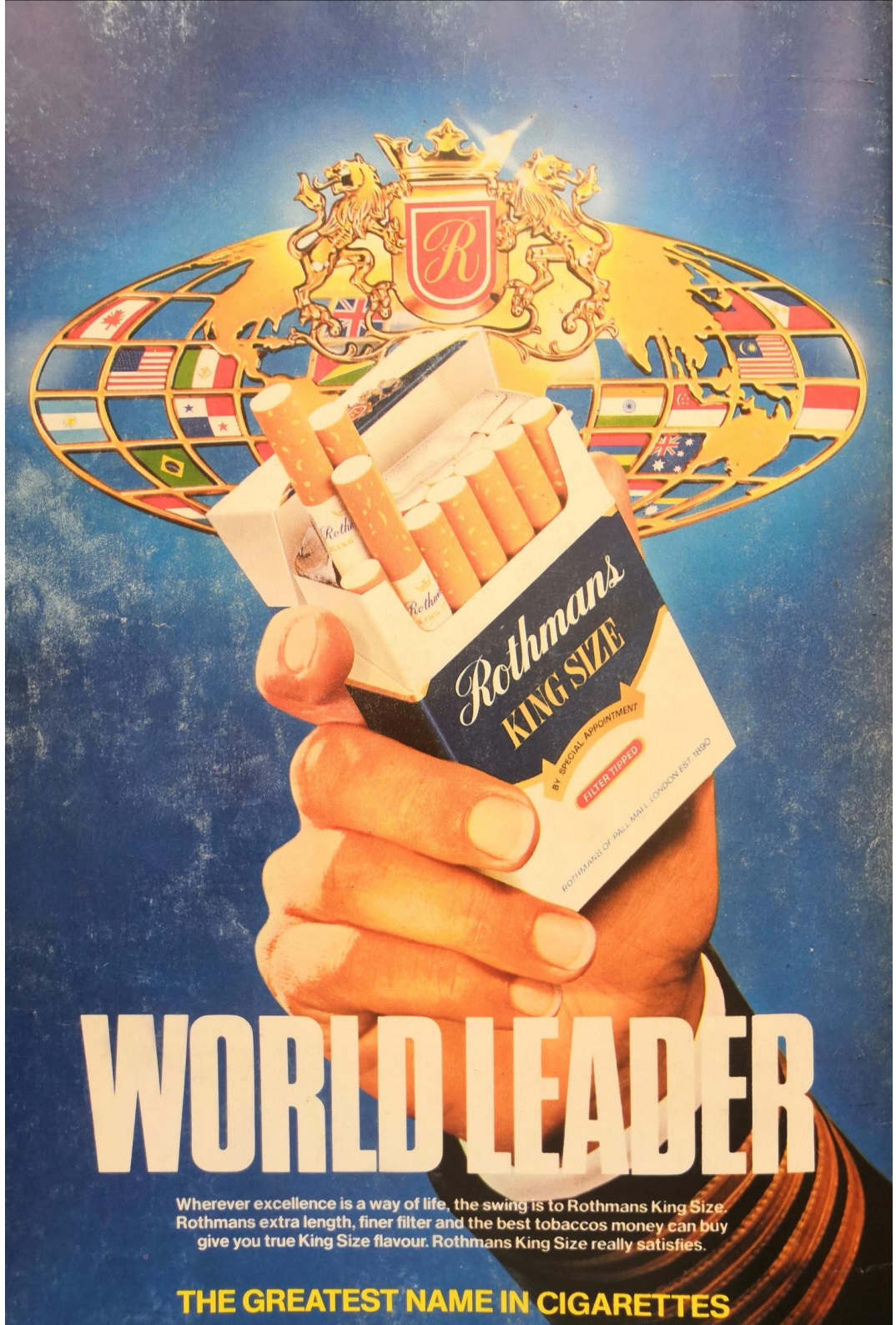
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